THE FINANCIAL POST

The Canadian Newspaper for Businessmen and Investors

Largest Circulation of All
Canadian Financial Papers

Vol. XXXVI | Member of Audit Bureau of Circulations | PUBLICATION OFFICE: TORONTO, APRIL 25, 1942 | 10c a Copy; $5.00 a Year | No. 17

Be Sure to Read

"Defrilling" Retail Trade .. 31
U.S. Priorities & Canada . 28
What About Pro Sports? 27
Decade's Biggest Gold .. 29

The Nation's Business

Too Many Authorities Dealing With Transport

New powers granted recently to the Administrator of Services authorize him—

> "...to regulate and control the transportation of goods by, in or by means of vehicles and . . . order, restrict, permit, prohibit or otherwise regulate and control, the use or operation of vehicles, rates, routes, loads, empty and dead running time and all classes of goods transported."

Already Canada has a Transit Controller, a Transport Controller, a Board of Railway Commissioners, a Canadian Shipping Board, a Shipping Priorities Committee, a Ship Licensing Committee, a Ministry of War Transport of the United Kingdom and various air officials. There are also other authorities interested in transportation of goods and people such as the Rubber Controller and the Oil Controller.

True, the new authority granted to the Services Administrator specifically provides that his jurisdiction shall not encroach on vehicles operated by the Transit Controller. But it seems hard to believe that these and other officials will not sooner or later get in each other's way and that so long as there are these varied and individual authorities in the transport field in Canada there will be unnecessary confusion and overlapping.

In the United States the Office of Defense Transportation was created last December to overcome a somewhat similar situation. The director is Joseph B. Eastman, chairman of the Interstate Commerce Committee. True he must maintain liaison with other constituted authorities in aviation and shipping, but Mr. Eastman's authority does a lot to tidy up an unwieldy situation which had proved ineffective in grappling with the urgent and complex problems of efficient wartime transportation of goods and services.

It would appear that Canada might well consider a similar coordination of many if not all the authorities which now deal with restrictions on wartime travel and transport in this country. Such a co-ordinator would be able to see the picture as a whole and if clothed with adequate power could act promptly to ration or restrict the movement of passengers or goods whenever such restriction was needed to aid the war effort.

* * * *

NO SUBSIDIES FOR NON-ESSENTIALS

Unbiased observers of Canada's price ceiling experiment are becoming steadily more alarmed at the threat of huge subsidies. There can be no objection to the payment of a reasonable sum for a stable price structure on necessities. The benefit would be cheap at that price. But there is very great objection to paying out millions of dollars of public funds to maintain a ceiling price on non-essentials, things that we can and should do without in an all-out war effort.

The job of separating the non-essentials from necessities must be faced and undertaken without delay. Chairman Donald Gordon in his recent address in Toronto said that he could not be expected to decide "off-hand" between essential and non-essential goods, but surely the corps of practical experts making up his Wartime Prices and Trade Board is the logical body to tackle this unpopular task without further delay.

Whatever official or board must accept the responsibility for deciding what we can afford in the way of food, clothing, and shelter in this war, is immaterial. The main thing is to ensure that the decisions are made promptly. Every week this job is postponed the bill for subsidies on non-essentials grows bigger and more unreasonable.

We started well.

Almost at the outset of the price ceiling the Board drew up a list of non-essential imports and these were promptly banned. Further restrictions were placed on the amount of subsidy payable an individual items, yet the policy as a whole is still far from clear or convincing. There are many items, still being imported, still automatically eligible for subsidies, that could be eliminated or reduced.

The task of distinguishing between non-essentials and essentials among domestic goods has hardly been touched. Yet we have exactly the same problem here. Almost as soon as the ceiling on prices went on, it was found necessary to provide what was said to be a temporary system of subsidies. It was explained by the authorities of the W.P.T.B. that normal business must go on under the new price ceiling. Later on, it was intimated, the whole system would be examined and non-essential lines eliminated. But as yet this has not been done. There are still plenty of frills, and because of higher cost of manufacture since the official base period last fall, these are automatically eligible for subsidy. Moreover, sales are actually increasing.

As the Globe and Mail pointed out recently, "This question of subsidies is causing much uneasiness, notwithstanding Mr. Gordon's assurance that the cost will not be unduly high."

* * * *

ONTARIO-QUEBEC POWER SITES

Quebec-Ontario relations will be put to the test within the very near future. Ontario needs additional supplies of power in order to maintain its part in the war effort. Much of this must come from Beauharnois or the water power sites on the Ottawa River.

One Ottawa River power site is at the Quebec-Ontario boundary. The other is on the upper Ottawa about 200 miles from Toronto as the crow flies. Quebec, of course, has a half interest in both these sites and the Godbout government may be under pressure to decline to co-operate in what is erroneously called the building up of industry in Ontario. This consideration, however, must not be allowed to outweigh the pressing necessity—as Gen. MacNaughton repeatedly pointed out on his visit to Canada recently—of producing all the war goods we possibly can with the greatest possible speed.

It ought to be possible for the two provinces to come to an agreement whereby the power available from sites on the Ottawa River should be available for development equitably. If Quebec prevents the development on the Ottawa River, Ontario may be placed in a serious position. Such blocking would please those who oppose the utilization of a natural resource on the grounds it might benefit a neighboring province. This would be something hard to justify even in normal times. But times are far from normal today and undoubtedly the Quebec Government will put the national interest first.

* * * *

SANE POSTWAR LAND SETTLEMENT

Laid before the Dominion Parliament this week is a plan for settling 25,000 ex-service men on the land at an estimated cost of $80 millions. It is part of a larger measure embracing the absorption of members of the armed forces after the war into all lines of civilian employment.

The task of restoring prosperous peace after this colossal war is going to be fully as difficult as winning the victory. The last time the job was not done well, and especially so in connection with land settlement. Scores of thousands of ex-servicemen were placed on farms without a chance of success.

Ex-soldiers bought poor farms at peak prices. Most of them had no experience and little capital. Yet within a year or two they were faced with a situation that drove thousands of regular and well established farmers into bankruptcy. We want no repetition of the disastrous Land Settlement Plan of 25 years ago. This time we must plan much more carefully.

Ban Subsidy For Grocery Articles

$30 Millions of Commodities Formerly Eligible Have Been Bounced Off List

By STAFF WRITER

OTTAWA.—For some reason not yet clear, $30 millions of grocery items declared by the Wartime Prices and Trade Board as eligible for subsidy a few days ago have now been withdrawn from that category.

Under the schedule of items attached to Board Order No. 116, groceries with a manufactured value in 1940 of $137.5 millions were included for subsidy.

It has now been intimated that several categories, most important of which is sweet, fancy and soda biscuits, have been withdrawn from subsidy. Other items withdrawn include:

Processed Cheese.
Wax Paper.
Toilet Paper.

The list has also been amended to include bottled maple syrup and exclude canned maple syrup; to include sweetened cocoanut instead of processed cocoanut; to exclude only canned meats (other than poultry and corned beef) in place of the general item "canned meats" which appeared in the original list.

It is probable though not yet decided that household brooms will be withdrawn from the subsidy.

Most important item now excluded is biscuits which sold in 1940 to an amount exceeding $15.5 millions. Output of processed cheese was $4.4 millions and wax and toilet papers $6.5 millions.

Total manufactured value in 1940 of the items excluded from subsidy amounts in all to something approaching $30 millions.

Newsprint Supply Assured for 1942 Says Vining

From Our Own Correspondent

MONTREAL.—Newsprint supplies are sufficient to tide North American consumers through 1942, according to a statement issued by Charles Vining, president of the Newsprint Association of Canada.

In order to counteract a misconception that arose from reports of probable power diversion from newsprint mills to other uses, Mr. Vining issued the following statement:

"There have recently been queries as to newsprint supply and it is apparent that misconception has resulted from reports of probable hydro-power diversion from newsprint mills to other uses. We have made careful estimates of newsprint supply and consumption for the balance of 1942.

"Our conclusion is that, after allowing for curtailment of power now in prospect, there will be mill capacity to meet the regular requirements of the Canadian industry's contract customers in the United States and Canada throughout 1942.

"Our estimates taken into account the inventories now held by consumers and the shrinkage of deliveries to overseas markets."

See Young Encouraged To Seek Jobless Benefits

For the time being, national selective service regulations are likely to increase the number of claims from young men for unemployment insurance, The Financial Post is informed.

Nothing in the order-in-council brings any pressure on men in this category to make them leave the jobs they held when the programme was announced. But the plan takes into account the fact that an increasing number of non-essential jobs will fold up as shortages of material become more acute.

When this happens a man who loses his employment cannot enter restricted work without a permit from a national selective service officer, if he is between the ages of 17 and 45 and has not been discharged from or rejected by one of the armed forces as physically unfit.

Wants no Unemployment

E. M. Little, director of selective service, has given his assurance that there is no intention of causing an unemployment problem in administering the regulations.

He has indicated that there will be a fair amount of leniency in granting permits to men who are not immediately needed for war work, unless they are of draft age—21 to 30—and unmarried.

Single men of draft age will find it harder—perhaps very hard—to get permits.

Even if a man in this class could get a permit, he would find few employers willing to hire him for a restricted job. The trend is to fill these jobs with older men and women, who will not be subject to military call.

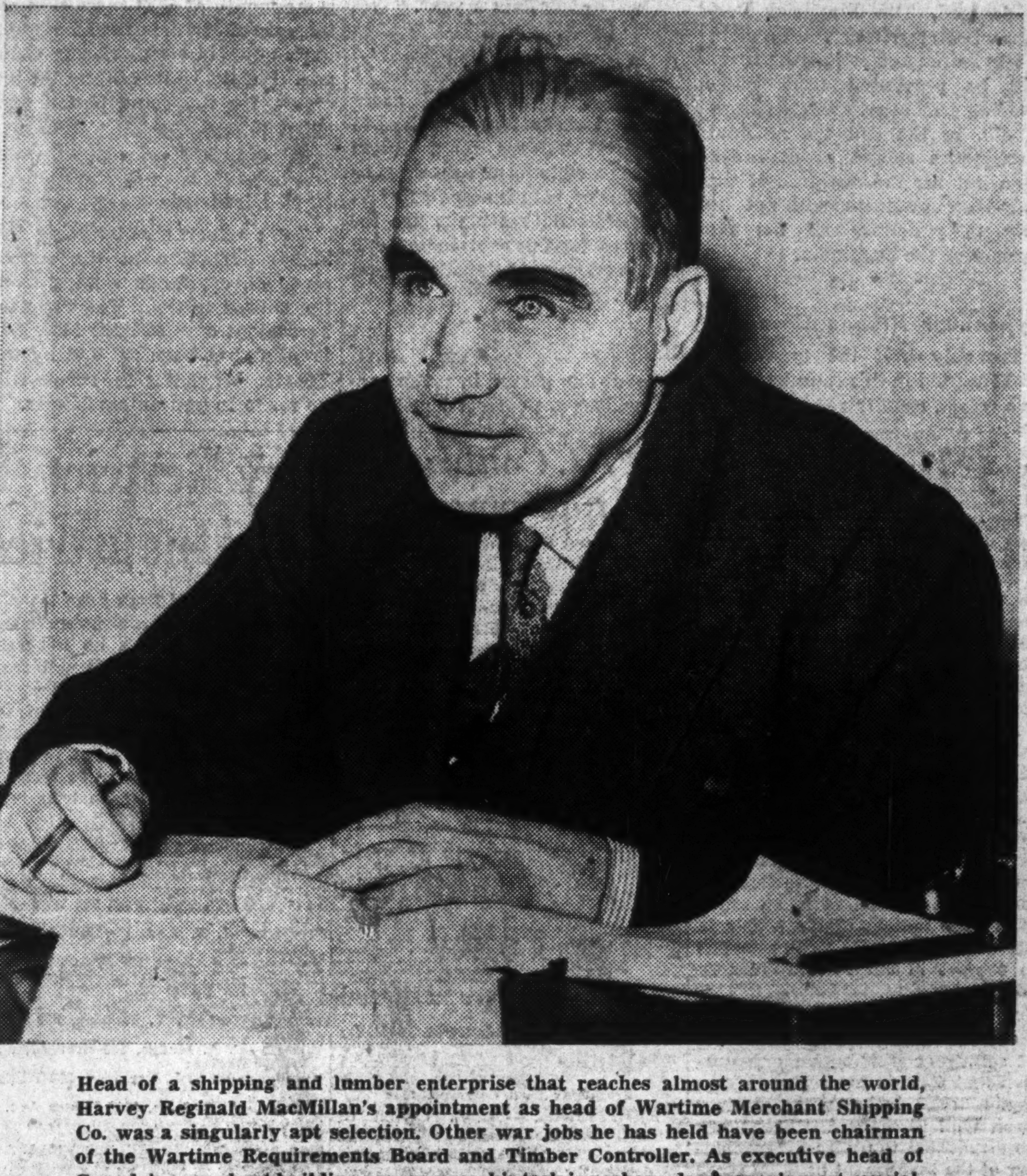
"Look Elsewhere"

Thus, in effect, man power regulations plus the preference of employers for employees who can be considered permanent, tell the able-bodied young man without dependents: "If you are out of work, you can get in a war job or the army. If there are no war jobs in your locality, you will have no trouble finding the recruiting office."

But, if the youth has been paying unemployment insurance premiums, another course is open to him. He can apply for unemployment insurance benefits. These run as high as $12.24 a week for single men. A soldier, although his keep and uniforms must naturally be taken into account, gets $9.10 a week in cash.

Unemployment insurance officials admit payments to such young men seem to be at variance with the intent of the government's man power programme. They point out, however, that if a man has been an unemployment insurance contributor, he has established his right to benefits if he is out of work, and that while he could enlist if he desired, no compulsion can be brought upon him.

HIS JOB PERHAPS THE MOST CRUCIAL



Head of a shipping and lumber enterprise that reaches almost around the world, Harvey Reginald MacMillan's appointment as head of Wartime Merchant Shipping Co. was a singularly apt selection. Other war jobs he has held have been chairman of the Wartime Requirements Board and Timber Controller. As executive head of Canada's cargo boat building programme, his task is perhaps democracy's most crucial.

May Restrict More Industries

Ottawa Plans to Extend New Man Power Regulations

By KENNETH R. WILSON

OTTAWA.—The list of "restricted" industries named in P.C. 2250 under the new man power regulations will be extended in the near future, The Financial Post is informed.

It has been found that there are a number of important omissions and an extended schedule will be prepared as soon as selective service officials can dig themselves out of the avalanche of correspondence which has descended on Ottawa since the man power programme was announced.

The advice which Ottawa would like to pass to industries and individuals who want an interpretation or a ruling on their status under the new regulations is this:

"CONTACT YOUR LOCAL CLAIMS OFFICER"

There are now 95 of these officers located across Canada. These officials are in charge of local employment and claims officers of the Unemployment Insurance Commission. They have been named temporary National Selective Service officers under the man power regulations, pending permanent appointments.

To these officers has been delegated sole authority for the present to make rulings whether men of military age and fitness are to be allowed to take employment in "restricted" occupations or industries.

No such rulings are being made by the central organization at Ottawa. [illegible]

They are all being referred back to the local claims official in each community. Individuals and corporations can save time by going direct to their local officer.

Common Misunderstanding

The most common misunderstanding of the new regulations is the application of the word "restricted" to the list of industries and occupations announced by the Prime Minister March 24. The "restricted" schedule may be divided into two distinct parts:

(a) Ten occupations which are restricted across the entire field of trade and industry, both war and non-war; essential and non-essential trades.

These restricted occupations are: bookkeepers, cashiers, stenographers, typists, clerks, office appliance operators, messengers, salesmen and sales clerks, taxicab drivers.

No employer in any industry, plant or establishment may hire any male person in these occupations if he is of military age or fitness without getting a permit from the nearest local Selective Service Officer.

(b) Some 60 trades and industries in which no male person of military age or fitness may be employed without a permit from the local Selective Service Officer.

These are grouped under four subheadings:

(1) Wholesale or retail trade, advertising, real estate.

(2) Entertainment, recreational or personal service.

(3) 22 named manufacturing industries.

(4) Repairing of clothing, boots and shoes, furniture, household equipment, jewellery or watches, musical instruments.

(The complete list was published in The Financial Post on March 28.)

Restricted occupations and trades are open to all women and to any man not of military age or fitness. Those of military age and fitness may only enter or be accepted for employment if they first obtain a permit.

Being Granted Freely

At present, The Post is informed that such permits are being granted quite freely, but only on a temporary three-months basis. At the end of that time all permits will be reviewed and, where deemed advisable, will be renewed. By that time it is hoped to have the whole plan on a basis where more precise rules and regulations can be set down.

Every effort is being made to avoid disruption as much as possible in the normal hiring and firing of employees, short of steps which would be definitely at variance with the spirit and intent of the regulations.

Thus an employer in a restricted industry would probably have no difficulty obtaining a permit at the present time for a person of military age and fitness who had **special qualification** for a particular job which could not be readily filled in any other way. But the same employer might find it very difficult to hire an ordinary clerk, or a lad to throw bundles on a truck, if the applicant were of military age—especially if he were of draft age (21 to 30).

Make an Exception

An exception to the rules are those who for various reasons have been discharged from His Majesty's Forces. Discharge papers even if they are from the last war are taken as obviating the need for obtaining a special permit.

A man of draft age who obtains a permit to enter a restricted trade or occupation is still, of course, lia-

(Continued on page 2, col. 5)

Car Insurance In Montreal Cut

Non-tariff insurance companies have announced a 20% reduction in property damage and public liability automobile insurance rates in Montreal, on cars coming within gasoline rationing categories A and B. This cut is similar to the one announced by the non-tariffs in Ontario last week, in that it imposes no restrictions regarding the use of the car for business or otherwise.

In the case of cars which may be operated by drivers from 20 to 25 and from 65 to 70 the reduction is only 10%. Where drivers are under 20 or over 70 a surcharge is made. The tariff companies announced a cut in rates on a different basis in Ontario and Quebec previously.

Total Ceiling Plan Seen Ahead in U.S.

Washington Leans Toward Compulsory Savings, Overall Price Ceilings in Effort to Block Growing Inflationary Spiral Based on Rising Income

By FLOYD S. CHALMERS
Editor, The Financial Post

WASHINGTON.—Next week President Roosevelt will have another fireside chat with the American people. He will bring them a new installment of this nation's expanding volume of measures designed to achieve an all-out war effort.

His concern now is with the continuing rise in the cost of living and in wage rates. How far the President will go at this time in announcing a programme of defense against the inflationary forces that are gaining strength is not certain.

But the United States is heading into nation-wide plans to control prices, wages, salaries and profits on the basis of an over-all ceiling.

As Canada has already put into effect ceiling levels on prices, wages and salaries, and has introduced profits taxes that have resulted in reducing the average net earnings of Canadian business firms, the new American orders as they come into force, will, in effect, achieve a continental price and income freeze. It is expected a price measure will be introduced before the end of the month.

Fear Further Big Rise

The cost of living in the United States has continued to rise this year while it has remained steady in Canada. The increase is some 13% over the term of the past year, and the rate of increase has been so accelerated in recent weeks that some economists have been forecasting a further rise of 23% in the current year.

Washington is determined to call a halt to this continuing advance.

What has been causing prices to rise is precisely the circumstances that brought about the rapid increase in Canadian prices before the price ceiling plan was invoked: too much purchasing power available to buy too few goods.

The ruthless demands of war have been encroaching upon an increasing percentage of the materials and labor available. At the same time the vast increase in employment has swollen pay envelopes.

Income $117 Billions

Always statistically minded, Washington has tried to work out the figures of the amount of money the public has to spend and the amount of goods and services available for the public to buy.

One can get variety of figures and different government departments do not agree upon what they should be.

But here are the figures upon which Leon Henderson, Director [illegible] the Office of Price Administration, has been working. And as [illegible] the man who will probably contribute most to the new policies [illegible] are to be brought into force his figures are the important ones.

His economists estimate the income of the American people during the current year at $117 billions. (This is solely income paid out to individuals and has no regard for [illegible] the money is not paid out).

Taxes paid by individuals are estimated at $6.5 billions and personal savings at $24.5 billions. This leaves the public with $86 billions spending power.

Giant Gap to be Closed

On the basis of March, 1941, prices, it is estimated that goods and services available for civilian supply will be $70.4 billions. Thus there is an inflationary gap of $15.6 billions to be closed up. (Unofficial estimates are much higher).

What the government has to consider is first how to prev[illegible] national income from rising [illegible] idly due to rising wages; [illegible] how to mop up that $15.6 [illegible] excess purchasing power floating around a [illegible] nation's war effort; and thirdly the allied question of how to stop prices from rising.

Canadian Plan Favored

Canada's price ceiling plan has been viewed here with much favor and was at least the starting point in the planning of the price control scheme that is shortly to be introduced here. The government is prepared to be very drastic in price control.

But there seems to have been less

(Continued on page 2, col. 2)

No Freeze-up in Sight For Canadian Labor

By STAFF WRITER

OTTAWA. — No "freezing" of Canadian labor is presently contemplated no matter what sort of mandate the King government is given at the polls, according to officials of the new National Selective Service organization.

What is in prospect is the finding of a method whereby a continuous record of the movement of Canadian workers from one job to another can be maintained. This is seen as an essential corollary to the man power regulations issued a few weeks ago. It will follow as soon as it can be proved that existing regional offices as operated now through the National Unemployment Insurance setup are capable of handling the extra load of work and responsibility which such a move would entail.

Director Elliott Little has already intimated that a rationing of Canadian man power may be necessary in the near future, especially in certain trades and skills. But before this can be done it is essential to know and control the movement of workers as between various jobs.

The way in which it is now planned to attack this problem is not by freezing workers in their jobs but by providing the machinery whereby their flow from one job or occupation to another can be recorded.

Will Use Wheat For Alcohol

Over 2 Million Bushels Likely Consumption

Canada's first important use of wheat to manufacture industrial alcohol is scheduled to take place some time this summer, probably in August.

Normally, alcohol for industrial purposes is made from molasses, although potable spirits are made entirely from grain. Greatly increased demand in the United States for alcohol to make munitions and consequently for molasses, and difficulty in getting ships to bring molasses from such supply sources as Cuba, has meant that no imports of molasses for alcohol are available for Canada.

Alcohol can be made from wheat almost as readily as it can from molasses but with wheat at 80 cents a bushel, and on the basis of 1941 prices for molasses, the alcohol will cost roughly 20 cents a gallon, or approximately 20%, more than if made from molasses.

Perhaps 3 Million Bushels

Use of wheat for making industrial alcohol will not make much inroad on Canada's surplus. Roughly, a bushel of wheat will make a little under two gallons of alcohol and it is estimated that between two and three million bushels of wheat will be used annually.

Switching over from use of molasses to wheat requires some additional equipment. Ordered under high priority rating from the United States in January, this equipment is expected to be ready in July and in use some time in August by one major producer. Delay is due to the use of scarce metals, such as stainless steel and copper, necessary in some of the equipment.

In the United States, manufacture of alcohol from grain is also under way. In that country, it is corn that is being used. Some producers cannot readily switch their plants from use of molasses to grain and for these the U. S. authorities are making enough molasses available to keep them going. Others are doing like the Canadian producers and switching over to use of corn.

Some Additional Process

Manufacture of alcohol from molasses is exceedingly simple. The distillation can be made directly as molasses is practically pure sugar. But when using wheat, it is first necessary to grind the grain, cook it, convert the starch in the wheat to sugar. In the process, dried distillers grain—valuable as feed for livestock—is recovered and has a present day value of between $15 to $20 a ton.

Makers of industrial alcohol assure The Financial Post that there is no reason to fear a shortage of industrial alcohol in Canada, including all that may be needed next winter for anti-freeze solutions in cars and trucks. There are still some plants in Canada which could be converted to production of alcohol for munitions. The only possibility of a shortage might develop if the United States, where the supply appears less satisfactory than in Canada, were to request help from Canada in maintaining supplies.

Federal Aircraft Steps Up Output

From Our Own Correspondent

MONTREAL.—Federal Aircraft Ltd., a Crown company producing the twin-engined Anson bomber, is stepping up production. The Financial Post understands that at the present rate of output the original quantity called for under contract will be completed in a comparatively short time.

Several of the major aircraft companies have been engaged for some time in providing parts for the Anson job. Federal Aircraft, itself, is primarily at work in assembling the component parts.

Tie Tips
From
EATON'S

REAL SILK TIES

Distinctive ties that are the "last word" in excellence! There are neat allover Macclesfield patterns, stripes, large scroll patterns and Persian rug designs. Made by such well-known makers as Welch Margetson, Holliday Brown, Sambrook Witting, Hugh Parson, etc.

Each	3.50
Three for	10.00

Main Store—Main Floor.

T. EATON Co. LIMITED
TORONTO CANADA

Higher Railway Rates Refused

W.P.T.B. Says "No Change" in Domestic Schedule.

From Our Own Correspondent

MONTREAL.—The application of Canadian railways for higher freight rates on export and import shipments between Canadian ports and inland points in Canada has been turned down by the Wartime Prices and Trade Board. American railways have secured an upward revision of rates on the same type of freight.

On international traffic between Canadian and American points, Canadian railways have been allowed a higher rate, in line with that charged by the American roads.

"The general structure of railway rates affecting traffic within Canada will not be increased," said the board. "This applies to passenger fares, sleeping car and parlor car rate and freight and express charges."

It held that Canadian conditions do not justify an increase in rates. In the U. S., increases of 10% in passenger rates and varying amounts up to 6% in freight rates were permitted last month by the Interstate Commerce Commission.

The War and Business . . .

More Frills to Go

Important developments are going on beneath the surface in regard to the elimination of so called wasteful business practises. Government investigators have been working on the problem for several weeks. One phase seen certain is a crack down on the age old habit of national distributors of pushing their products into a competitor's territory regardless of cost. With heavy goods that policy is doomed, The Financial Post hears. Soon territory will be more of less frozen and competing firms will be prevented from criss-crossing each other's territories as of old. In the end the national distributors should about break even but for the duration of the war their products will not be able to penetrate all the far corners of the Dominion.

* * *

Typewriter Ribbon Economy

Probably half the typewriter ribbons used in this country are of two colors, usually red and black. But the latter does about 90% of the work. In consequence, when the ribbon is discarded because the upper black half portion is worn out, there is still little wear on the red.

One enterprising secretary in a large publishing firm noticed this waste and at her suggestion from now on all office memos and similar internal work will be done with the red half of the ribbon, saving this one company several hundreds of dollars a year.

* * *

One Mail Delivery

Civilians in residential areas must soon reconcile themselves to one postal delivery daily. Extra mail to war plants and shortage of experienced help is responsible. It is understood that plans are far advanced for this curtailment and other economies in Canada's postal service.

* * *

Birthdays

About one person in seven cannot or does not correctly state his date of birth when buying life insurance, according to an official of one large Canadian life company. He also estimates that one in every ten policyholders has a discrepancy in his birth of date which affects the insuring age—such discrepancies ranging anywhere up to 15 years.

* * *

More Money Circulating

From February, 1941, to the same month of 1942 there was an increase of 32.5% in the amount of bank notes in circulation in Canada. For the United States the increase for the same period was about 30%.

* * *

U. S. Dividends

Don't worry about having the 27½% deduction at the source made on dividends coming from the United States. Yes, the new agreement does call for 15%. But it hasn't yet been ratified by the Senate. When it is, the rebate will be made to you automatically.

Investor's Index

April 25, 1942

Allens Kingston 29
Allens London 29
Allens St. Cath. 29
Anglin-Norcross 35
Candn. Car 22
Candn. Col. Air. 25
Can. Int. Paper 26
Can. Industries. 22
Can. Locomotive 35
C. P. R. 26, 27
Caldwell Linen. 28
Crow's Nest P. 35
Disher Steel 35
Dom. Glass 35
Fairbanks-Morse 26
G. W. Hendersh't 35
Gatineau 35
Howard Smith 26
Inter City Bak. 35
Inter. Metal Ind. 35
Inter. Paper 34
McColl-Front. 35
Medalta Potter. 29
Montreal Trams. 28
Para. Kitchener 29
Shawinigan 22, 35
Steel of Canada 29
Strand Hamilton 29
United Secs. 29
W. D. Beath 35
Winnipeg Elec. 35

MINES AND OILS

Aldermac 39
Bralorne 38, 39
Broulan Porc. 38
Kerr-Addison 39
Noranda 38
Pioneer 39
Privateer 39
Prospectors Air. 39
Sheep Creek 39

REGULAR FEATURES

Banking 32
Bonds 29
  Bond Quotations 36
Business, Week in 21
Commodities 26
Company Reports 29, 35
Editorial 30
Insurance:
  Fire 32
  Life 32
Investment Page 28
  Enquiry Letters 35
  Market Opinions 28
  Stock Quotations 36
Mining Pages 38, 39
  Mining Quotations 36
  Mining Reports 39
Oil Page 38
  Oil Quotations 36
  Royalty Offerings 38
Wheat Page 37
  Wheat Quotations 37

CROP REPORTS

As in previous years, the Bank of Montreal will publish during the season frequent reports on the progress of the crops.

These crop reports are telegraphed to various centres, from which they will be mailed free to all who require them.

Application to be put on the mailing list may be made in person or in writing to any branch of the Bank.

The Bank also publishes throughout the year a monthly letter on business conditions. Copies of this are also available free on application.

500 BRANCHES FROM COAST TO COAST

BANK OF MONTREAL
ESTABLISHED 1817

MANUFACTURING EXECUTIVE
Practical Experience in Costs, Budgets, Financing, Corporation Tax Returns and Other Related Matters. Also Varied Professional Auditing Experience.
SUCCESSFUL RECORD—EXCELLENT REFERENCES.
CHARTERED ACCOUNTANT
Salary $6,000.00 Per Annum. Available Approximately 5 Weeks. Interview by Appointment Toronto or Montreal.
BOX 290, THE FINANCIAL POST, TORONTO.

Total Ceiling Plan Seen Ahead in U.S.

(Continued from page 1)

attention paid to the problem of mopping up that excess purchasing power. Congress is wrestling with the treasury's tax proposals. They seem drastic enough to the man on the street but actually they are none too realistic when compared with the tremendous increase in government spending for war purposes. They are designed to bring in about seven billions a year of new revenues, but very little of this will be diverted from the pockets of civilians and into the coffers of the treasury during the current year.

Moreover, this country has never tackled, as Canada has, the problem of absorbing excess purchasing power by nation-wide war bond campaigns. National defense bond sales dropped to $500 millions in March and the total expected for the whole year is not more than $10 to $12 billions. There is no effort to tap the savings of the people in the manner that they were tapped in Canada in our last two victory bond campaigns.

Sceptical of Wall Street

One reason is the lack of the kind of selling or distribution organization that Canada has set up. Washington still looks with disfavor upon Wall Street and it has shown no disposition to utilize the machinery of the investment banking firms of the country to organize the combined professional-volunteer system that rang every doorbell and approached every worker in Canada.

The economic theorists in Washington look with greater favor upon the idea of compulsory savings. All sorts of plans for forcing people to loan their money to the government are being weighed. It is likely that some form of compulsory savings will be introduced before an intensive public bond selling campaign has even been tried.

In the background of tax discussions there still lurks the shadow of the new deal. Most of the time consumed on the hill in discussing the tax programme revolves around the conflict between those who feel that war taxation should hit hardest where the new purchasing power exists which means in payrolls or should hit hardest where it will perform the socializing function of redistributing the wealth.

Ahead of Expectations

In the meantime war production is getting into full swing and while detailed reports are not being issued the indications are that the output of war weapons is on the whole ahead of earlier expectations.

Expenditures for new construction and war production reached $2.5 billions in March and Donald Nelson, Chairman of the War Production Board, assures the nation that they will reach $40 billions this year.

Combined production of the United States, Russia and the British Commonwealth is unquestionably greater than the total war production of the Axis nations, but that, of course, does not mean that the accumulated reserves of the Axis, resulting from their long years of intensive preparedness for war, has been overcome.

The first half of the battle of production has been won in the conversion of durable consumer goods industries to war production. By July 1 the last of the orders taking civilian industries out of the production of durable goods will be fully effective. Then the second half of the programme will have a chance to get going without interrupting the production half.

3,000 Planes Monthly

Output of combat planes is something in excess of 3,000 monthly while the goal set for the end of 1942 of 10,000 planes monthly will be reached. An increasing percentage of the planes represents heavy bombers.

Tank production is gaining impressively although there is still some lack of standardization that is criticized by competent authorities.

The gun programme has been slow in developing but there are indications that a mass production basis will shortly be achieved.

The construction of new shipping tonnage is gaining slowly. The bottleneck is still in rolling mill capacity to produce the required steel plates. There is every indication that planes, tanks, guns and ammunition will be rolling off the factory lines in enormous quantities before there will be ships to carry them to the war fronts of the world.

C. P. R. Contracts For Equipment

From Our Own Correspondent

MONTREAL.—First of the large railway equipment orders for the current year is announced by the Canadian Pacific Railways. Contracts have been placed as follows:

500, 40-ton steel box cars to Canadian Car & Foundry Co.

250, 50-ton steel box cars and 150, 70 ton ore cars to National Steel Car Corp.; and

50, 50-ton steel box cars to Eastern Car Co., a subsidiary of Nova Scotia Steel & Coal Co.

O. P. A. Modifies Paper Policy

Exporters Are Allowed to Clear Contracts Above Ceiling

From Our Own Correspondent

MONTREAL. — U. S. Office of Price Administration's regulations on newsprint prices have been modified slightly.

Exporters to whom standard newsprint was shipped, and who made contracts for export resale of such paper prior to April 1 at prices above the temporary ceiling established on that date, are permitted to complete these contracts as a result of Amendment No. 1 to Temporary Maximum Price Regulation No. 16.

Exporters Paid Premium

O. P. A. found that many exporters who made contracts before the regulation applied, purchased newsprint to fill contract orders at prices above the ceiling. Accordingly, these exporters face financial loss and their Central American and South American customers, many of whom are publishers, face shortage of supply.

The amendment permits exporters to complete contracts and sell the newsprint paper at contract prices.

Fairbanks-Morse Sales 9% Ahead

Profit in First Quarter Approximately $1 Per Share

From Our Own Correspondent

MONTREAL.—Sales of Canadian Fairbanks-Morse Co. for the first quarter of the current fiscal year were 9% ahead of the like period a year ago, according to a statement made to the annual meeting of shareholders.

Profit in the three months was equal to approximately $1 a share on the common, an amount slightly in excess of earnings in the same period of 1941.

The directors have declared a dividend, subject to approval of the Foreign Exchange Control Board, of $2 a share on the common stock out of earnings during the 1941 fiscal year, payable June 1.

This compares with dividends of $1.25 paid during 1940, of which amount 75 cents was paid out of earnings in respect to 1939, and with 50 cents paid during 1939, brings payments to the highest level since 1929-30, when the total distribution was $2 a share.

Commodities

	Latest week	Previous week	Same week last yr.
Cattle	....	$11.00	$9.35
Hogs	....	15.25	11.40
Copper, lb.	$ .12	.12	.12
Cotton, lb.	.2110	.2134	.1145
Sugar, raw, lb.	*.0374	.0374	.0333
Wheat, Man. (bu.)	.79⅛	.79	.75½
Coffee, lb.	*.09⅜	.09⅜	.06¾
Hides	*.15½	.15½	.14¾
Weekly Indices			
U. S. Labor	98.1	97.9	82.9
Wood, Gundy	77.0	77.1	70.2
Dow Jones (fut.)	86.94	87.74	63.27
Fishers	105.6	105.4	89.2
Monthly Indices			
Canada (D.B.S.):			
Retail (Mar.)†	115.9	115.7	108.2
W'sale (Mar.)	95.1	94.6	85.9
U. S. (Jan.)	96.0	93.6	80.8
Gt. Brit. (Jan.)	156.4	155.9	149.5

Note:—The base of indices is that 1926 equals 100. †Base 1935-39 equals 100. The British index is Board of Trade converted to 1930 base.

Base of price quotations is as follows: Cattle — Steers, good, over 1,050 lb., top price, Toronto. Copper-electrolytic, New York, No. 7 coffee, Rio. Sugar—96 degrees centrifugal, c/f New York. Wheat—No. 1 Man. North., Ft. W.-Pt. A. basis.

*Ceiling prices fixed by the office of Price Administration.

Bond Tenders

12 noon, Apr. 28, Canada Treasury Bills —$45,000,000, dated Apr. 29, 1942, payable July 31, 1942.

May Restrict More Industries

(Continued from page 1)

ble to the draft. Permits from Selective Service Officers do not take precedence over a draft call from the army.

The list of local officers of the Unemployment Insurance Commission which are authorized to grant permits for employment in restricted occupations and industries is as follows:

In some places marked with asterisk (*) name of local officer is not yet available.

Pacific Region:

Office Manager Address

Vancouver—W. McKinstry, 300 W. Pender St.
Kamloops—J. E. Andrews, 3rd Ave. and Seymour St.
Kelowna—J. F. Heap, 227 Bernard Ave.
Nanaimo—J. T. Carrigan, Plaza Hotel Bldg.
Nelson—*316 Baker St.
New Westminster—*46 Sixth St.
Prince Rupert—E. V. Whiting, 639 Third Ave. W.
Victoria—C. A. Mudge, 534 Broughton St.

Prairie Region:

Winnipeg—W. H. L. Darracott, 280 William St.
Brandon—A. O. Bain, 1042 Rosser Ave.
Calgary—W. H. Ross, 237-8th Ave. E.
Drumheller—*Public Building.
Edmonton—Wm. Carnill, 10019-101A Ave.
Flin Flon—R. H. MacNeil, 68 Hapnot St.
Fort Frances—G. J. Turgeon, 303 Scott St.
Fort William—W. Fairbridge, 201 N. Main St.
Kenora—*Matheson and First Sts.
Lethbridge—W. E. McCutcheon, 215-217 7th Ave. S.
Medicine Hat—*Post Office Building.
Moose Jaw—*310 Main Street.
North Battleford—E. B. Bloomfield, 1130 Main Street.
Port Arthur—M. K. Morrison, Post Office Building.
Prince Albert—J. Hepburn, Immigration Bldg.
Regina—G. T. E. Tomsett, 2124-11th Ave.
Saskatoon—R. Bowers, 273 Second Ave. S.
Swift Current—*9 First Avenue E.
Yorkton—R. C. Ponser.

Ontario Region:

Toronto—J. Angus, 174 Spadina Ave.
Barrie—J. B. Howey, Public Bldg.
Belleville—W. D. Ross, City Hall.
Brantford—T. A. Phillips, Public Bldg.
Brockville—J. A. O'Donahoe, 197 King St. West.
Chatham—J. M. Harrison, 277 William St. South.
Cornwall—J. R. Laframboise, 205 Second St. E.
Galt—A. G. Malcolm, Post Office Bldg.
Guelph—H. G. Suffield, Post Office Bldg.
Hamilton—G. P. Weir, 31 Walnut St. S.
Kingston—E. E. Langdon, 300 King St. E.
Kirkland Lake—*93 Duncan Avenue.
Kitchener-Waterloo—C. W. Boyer, 48 Ontario St.
London—M. S. Snyder, 371-381 Richmond Street.
New Toronto—H. N. Reid, 131 Sixth St.
Niagara Falls—K. J. Wisby, 600 Erie Ave.
North Bay—H. A. Desjardins, 69 First Ave. West.
Orillia—A. P. Leahy, 36-40 Peter St.
Oshawa—G. L. Edmunds, 51 Simcoe St. S.
Ottawa—A. Wood, 238 Sparks Street.
Owen Sound—A. J. Kreutzweiser, 224-226 Ninth St. E.
Pembroke—A. B. Horwood, Public Bldg.
Peterborough—W. H. L. Mellis, 312 George Street.
St. Catharines—R. F. Clarke, 20 Queen St.
St. Thomas—G. T. Winter, 580 Talbot St.
Sarnia—A. E. Palmer, 215-217 North Front Street.
Sault Ste. Marie—J. W. Wetherall, Dominion Public Bldg.
Stratford—R. N. Watt, 19 Market St.
Sudbury—R. H. Hall, 12 Cedar St.
Timmins—G. E. Charron, 87 Third Ave.
Welland—Wm. Lewis, 26 Division St.
Windsor—H. C. Stratton, Dominion Public Bldg.
Woodstock—R. E. Poste, 12-14 Finkle St.

Quebec Region:

Montreal—L. M. Lymburner, Jr., 275 Notre Dame Street W.
Chicoutimi—P. L. Grenier, 11 Lafontaine Ave.
Drummondville—G. Gagner, 510 Lindsay Street.
Granby—J. L. Marion, 74 Main Street.
Hull—O. Boucher, 123 Bridge Street.
Joliette—R. Coderre, Public Building.
Lachine—J. A. Meloche, 8-19th Avenue.
Levis—M. J. H. Tousignant, 44 Fraser St.
Quebec—S. Picard, 15 rue de la Couronne.
Riviere du Loup—J. A. Gendron, 20 rue de la Cour.
Rouyn—G. J. Primeau, Public Building.
St. Hyacinthe—R. Forbes, Post Office Bldg.
St. Jean—G. R. Lomme, 157 St. James St.
St. Jerome—W. H. Sanderson, 319 Labelle Street.
Shawinigan Falls—M. Bellefeuille, Station and Cecile Sts.
Sherbrooke—E. H. Fortier, 4 Wellington St. N.
Sorel—E. F. Cournoyer, Public Bldg.
Thetford Mines—H. M. Gregoire, Old Post Office Bldg.
Three Rivers—J. A. Prefontaine, Post Office Bldg.
Val d'Or—J. P. Sevigny, 826 Third Ave.
Valleyfield—L. Ladouceur, Public Bldg.
Victoriaville—J. C. Levreault, 39 Octave Street.

Maritime Region:

Moncton—S. C. Wright, Public Bldg.
Amherst—J. H. Craig, Public Bldg.
Campbellton—J. A. LeBlanc, Post Office
Charlottetown—J. B. Murley, 103 Queen St.
Edmundston—H. L. Viel, Public Bldg.
Halifax—W. J. Ryan, 84 Hollis St.
Kentville—John E. Burgess, Cornwallis St.
New Glasgow—W. Jollymore, Maritime Bldg.
St. John—W. F. Reid, 80 Prince William St.
Sydney—L. J. Curry, 337 Charlotte St.
Truro — G. V. Jacques, Bank of Nova Scotia Bldg.
Yarmouth—F. T. Armstrong, Princess Blk., Main St.

U. S. Pulp and Paper Mills More Active

MONTREAL. — American pulp and paper mills operated at 102.5% of rated capacity during March, according to returns compiled by the American Paper & Pulp Association. This compares with 103.4% in February and 92.2% in March a year ago. Preliminary figures for April indicate a further gain over last year's operating returns.

Ontario Hydro Load Up 19.7%

Niagara System Continues to Lead, Reflecting Rising War Production

Primary power load reported by Hydro-Electric Power Commission of Ontario continues to show record gains. For March the total primary peak load is up 19.7%, with the Niagara system rising 24.6% over March, 1941.

The combined southern Ontario systems, Niagara, Georian Bay and eastern Ontario, all of which are linked in a major grid system, show maximum peak horsepower loads up about 23%. Thunder Bay system is up about 11% but northern Ontario properties, serving mines and mining communities, dropped 2%, attributed to the strike at Kirkland Lake and to the cessation of operations by certain mining interests.

Maximum 20-Minute Peak H.P.

	—March—		Incr.
Primary Loads:	1942	1941	%
Niagara	1,649,886	1,324,129	+24.6
Eastern Ont.	172,692	152,452	+13.3
Georgian Bay	43,818	38,272	+14.5
Thunder Bay	100,958	91,153	+10.8
Northern Ont.	200,498	204,771	—2.1
Total	2,167,832	1,810,777	+19.7
Primary and Secondary Loads:			
Niagara	1,704,960	1,505,094	+13.3
Eastern Ont.	175,011	152,452	+14.8
Georgian Bay	44,857	38,272	+17.2
Thunder Bay	136,193	91,153	+49.4
Northern Ont.	260,283	263,886	—1.4
Total	2,321,304	2,050,857	+13.2

C. N. R. Revenue Far Ahead of 1941

Returns for First Quarter of 1942 Show Steady Increase in Traffic

From Our Own Correspondent

MONTREAL.—For the first quarter of the current year, net revenues of Canadian National Railways at $15.2 millions were $4.5 millions ahead of the same period in 1941. This reflected a gain of nearly $15 millions in operating revenues, against which operating expenses increased by $10.4 millions.

The advance in income appears to be accelerating, judged by the fact that in March operating revenues of $28.7 millions were $5.2 millions greater than a year ago. The amount of the gain was absorbed in increased operating expenses, while net revenues at $6.4 millions were up nearly $1.5 million over March a year ago.

March	1942 $	1941 $
Operating revenues	28,706,000	23,528,006
Operating expenses	22,282,394	18,595,951
Net revenue	6,423,606	4,932,055
Aggregate to March 31		
Operating revenues	79,623,000	64,698,467
Operating expenses	64,397,841	54,006,902
Net revenue	15,225,159	10,691,565

Howard Smith Policy Outlined

From Our Own Correspondent

MONTREAL. — Howard Smith Paper Mills dividend policy was outlined to shareholders at the annual meeting. In reply to a question by a shareholder, Harold Crabtree, president, said that when the outlook clarifies sufficiently the directors will not hesitate to take action on common dividends.

Shareholders must realize, Mr. Crabtree said, that the directors have a heavy responsibility for directing company affairs, that he himself is a large shareholder, and he was as anxious as anyone that dividends should be inaugurated. The board had already considered the matter, but it had been decided that the question should not be brought up again for some months, until the general outlook cleared.

Apart from Mr. Crabtree's statement on dividend policy, the meeting was largely routine. George H. Tomlinson, director, was elected a vice-president, succeeding the late George W. Pauline.

Obituaries

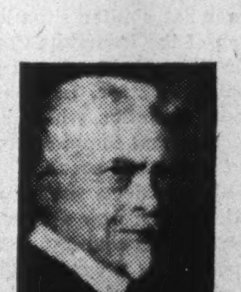
William A. Cook, aged 62, at Montreal, general manager Ready Mix Concrete Ltd., of Montreal.

John A. Rowland, K.C., aged 67, at Toronto, 1st vice-president and general manager, Canada Permanent Mortgage Corp. and the Canada Permanent Trust Co., director, Continental Life Insurance Co.

John Palmer, aged 60, at Montreal, district engineer, Canadian Westinghouse Co., Notre Dame de Grace, Montreal.

John Machado, aged 45, at Toronto, Toronto, manager, Canadian Bank Note Co.

"MY NATIONAL LIFE POLICY ENABLES ME TO SAVE WITH SECURITY..."



Mr. Séguin, widely known notary practicing in Montreal and L'Assomption, has for 27 years been the Federal Member of Parliament for L'Assomption-Montcalm. Mr. Séguin took out his first National Life policy in 1931.

says Mr. P. A. Séguin, who continues: "It has been often and truly said: 'The hardest thing is not to make money, but to save it.'

"From long experience I have found that Life Insurance is the surest and easiest way to save, because it provides a systematic savings plan. Thus a long time ago I entrusted to the National Life the responsibility of saving my money, and I have reason to congratulate myself on this step every day."

The National Life Assurance Company of Canada

Home Office Toronto
Established 1897

Canadian International Paper annual report for 1941, scheduled to make its appearance toward the end of this week, will show gross income in excess of the $54.2 millions reported in 1940.

The statement will also show substantially higher provision for income and excess profits taxes, including about $2.5 millions applicable to prior years. Even allowing for this, net profit for the year will be ahead of the $1.3 million reported in 1940. In addition, the amount of outstanding first mortgage bonds will be shown at $17,242,000.

Your EXPERIENCE has built *Our* REPUTATION

The reputation of an insurance company is built on something that goes beyond a surplus of assets over liabilities, beyond financial ability to meet claims.

Reputation is built on the solid foundation of *experience*—the experience of policy holders over a period of years. It is *their* experience that has built *our* reputation. They have found the basic character of The Employers' as a company—its ready desire to meet its claims promptly, its placing of the policy holders' interests *first* — of importance second only to The Employers' 62 years of established financial strength.

In a world of unsettled future, it is the essence of sound thinking to judge an insurance company by the experience of its policy holders in the past.

THE EMPLOYERS' LIABILITY ASSURANCE CORPORATION LIMITED
THE EMPLOYERS' ASSURANCE

E. L. MARSHALL, *Manager for Canada and Newfoundland.*
MONTREAL, TORONTO, WINNIPEG, CALGARY, VANCOUVER

Fire and Casualty Insurance

MANAGER WANTED
for
INDUSTRIAL RELATIONS ORGANIZATION

Should have wide experience in personnel problems, including knowledge of wage structures, labor regulations, collective bargaining agreements, and general matters affecting employer-employee relations.

GOOD SALARY FOR THE RIGHT MAN

Apply only if possessing suitable qualifications. Supply full details age, education, training, experience, and give references first letter. Applications not considered from [illegible]ose engaged in war work.

BOX 288, THE FINANCIAL POST, TORONTO

ARTHU

YES, BUT CARRY ON!

Where you have used gunmetal and phosphor bronze castings, you can specify TALSIL BRONZE knowing that it will have all the physical characteristics of these copper-tin alloys.

TALSIL BRONZE

This metal develops strength, toughness, pressure tightness and resistance to acid and sea water corrosion. It has good machining quality.

ENDURANCE METALS

Tin-free bearings and bushings that have exceptionally high anti-frictional quality and strength. Giving great satisfaction in difficult applications.

Handy data sheets on these alloys on request.

We can give the shipbuilding industry comprehensive service in castings in modified gunmetal, brazing metal flanges, red brass liners, bronze liners, bearing metals, silicon bronze and porthole castings with aluminum covers for blackout.

A·H·TALLMAN Bronze COMPANY, LIMITED
HAMILTON · CANADA

Your Investment Questions Answered Without Charge

As a subscriber to The Financial Post you are entitled to information regarding any Canadian investment that you are interested in.

If not already a subscriber, address your enquiry to The Investment Department when sending in your subscription.

USE THIS COUPON

THE FINANCIAL POST,
481 University Ave.,
Toronto 2, Canada.

Please send me The Financial Post for the next year (52 issues). I enclose $5.00.

Name ....
Occupation ....
Address .... F.P.
I would like information about this investment ....
....

Bond Redemptions

7 p.m., May 2, La Corp. du Village de la Baie Shawinigan, P.Q. — $35,000, 4%, dated June 1, 1942, redeemable serially in 20 years. W. Chietien, sec.-treas.

3 p m., May 4, Sherbrooke, P.Q.—$250,000, 3½%, dated Feb. 1, 1942, redeemable serially from Feb. 1, 1943 to Feb. 1, 1962. Ant. Deslauriers, clerk.

Weekly Record of Financing in Canada

SALES BY MUNICIPALITIES, PROVINCIAL AND DOMINION GOVERNMENTS

	Date Issued	Sold to	Rate	Due	Amount	Price	Yield
Provincial—							
Hydro-Electric Power Comm. of Ontario (Guar. by Prov. of Ontario)	Apr.	Privately to Bank of Montreal and Syndicate	2½% 3%	1943-49 1940-52	$7,000,000 3,000,000	....	....
Dominion—							
Canada Treasury Bills	Apr.	....	....	July 17, '42	45,000,000	99.364	.544%

This week The Financial Post asks —

Should We Abandon Professional Sport For Duration of the War?

Chas. H. Burgess

President, C. H. Burgess & Co., investment dealers, Toronto, and director of several large industrial companies.

Professional sport should not be allowed to interfere with the enlistment of eligible men for the war effort. Amateur sport among the forces and war workers should be encouraged.

Young men should be encouraged to take interest in sport on the field, water or playing courts, rather than in the grandstand, for the love of the game rather than for the money.

* * *

W. S. Charlton

Vancouver, president, Golf Associations of Canada.

I am very much opposed to abandoning professional sport unless it interferes seriously with the war effort. Both public and players must have relaxation and I consider it good for the morale of the people to participate or attend games of sport for the benefit of all.

We cannot win the war by staying at home and moping. All branches of sport should contribute as much as possible to war charities.

* * *

Mrs. H. A. Dunham

Havelock, N.B., president, Federated Women's Institutes of Canada.

To me there is no question. With the Hun at our front door and the Jap threatening our back, with Hong Kong and Singapore gone, Australia attacked, Russia fighting for her own life and ours, that this is the time for an all-out war effort.

Men and women are essential. Professional sportsmen, with their fine physiques can certainly find more fitting employment in our armed forces or munitions factories. The fabulous sums collected as gate receipts and salaries would swell our war budget. I note that professional sports is not on the restricted list. Shall sportsmen fiddle while Canada and Britain fall?

* * *

Walter H. Golding

Capital Theatre, Saint John, and well known in New Brunswick sports circles.

We need professional sport in this crisis. To discontinue it would impair morale and darken the picture. It would take away something integral to the life of every community mostly through the medium of the press. The money involved is less serious than the psychological effect on millions of people.

Salaried sport pays its way in taxes and obviously is more essential than beverages and excessive luxuries. Our greatest objective is firm, warlike resolution and the epic struggle between the Leafs and the Wings is a striking demonstration of my chief point of argument. I consider "pro" sport of vital inspirational worth.

* * *

L. G. Honnor

News editor, King's County Record, Sussex, N.B.

Professional sport is big business and not of any benefit to the war effort which should overshadow all activities. Thousands of dollars of spare funds go to sport interests that should go to war stamps and bonds.

I also maintain that if hundreds of superbly fit young men can engage in paid sport, they would be better employed in armed forces where their efforts will aid in the fight for freedom.

Professional sport will not result in winning the war. Men, money and energies now used in professional sport can better be employed in some form of the war effort. The time for "pro" sport is when the more important game has been won.

* * *

P. J. Mulqueen

Toronto, president, Canadian Olympic Association.

Hon. Winston Churchill, Hon. Mackenzie King and President Roosevelt have all officially placed their seal of approval on the continuance of sport during wartime as an aid to maintaining the morale of the people of the Empire in the war emergency.

Surely we must agree with their attitude that sport is a safety valve that should not be abandoned. Nor can I see any reason for differentiation between classes in sport.

In all branches of active military service sport is given a major place as a means of keeping the men fit, and the same principle is also recognized from the civilian standpoint, evidenced by the tremendous crowds still in attendance at the sports meets in the heart of the Empire.

* * *

John Leslie

Edmonton, secretary, Amateur Athletic Union of Canada.

My personal opinion is that during this critical period all athletes of military age, physically fit and not engaged in essential war services should be in the armed services of our country.

During the war period all athletic organizations should devote their time and energy to the development of athletes who are not of military age. In this time of stress the public can and will find entertainment in ways other than that of professional sport.

* * *

H. J. Osborne

Sports editor, Telegraph-Journal, Saint John, N.B.

Absolutely not! The morale of the people during these troubled times should be buoyed by sport—particularly professional sport. With youngsters and oldsters in every branch of sport we should "carry on."

True, there are many "pro" players in Canada and the United States of age for the selective draft. But with those not of military age, those rejected by minor ailments, and youngsters just coming along professional sport should continue.

Should we suspend professional sport for the duration, we cast aside everything that goes to build spirit and character. We calm our troubled minds in these days of stress.

* * *

Rev. J. R. Morden

Wesley Church, Calgary, Alta.

In so far as the winning of this war is largely dependent on the maintenance of morale among all classes of the population anything that contributes to this end ought to be developed and maintained. Nine out of ten people enjoy all kinds of sport, both amateur and professional, and this affords a relaxing of the tension and strain produced by war conditions.

For these reasons I believe we should continue professional sports as a phase of vital and necessary service to our war effort and the maintenance of morale.

* * *

J. P. Patterson,

President, Norris-Patterson Ltd., Toronto, Advertising Agency.

A press representative on Saturday evening, April 18, remarked over the air, from Maple Leaf Gardens, that "the spectators may be witnessing the last Stanley Cup Final until after the war." That remark, I think, exemplifies, to a large extent, today's trend of thought as regards all professional sport.

Although a keen follower of sports activities, it is my opinion, that increasing war demands will require the full time services of the splendid young manhood now engaged in professional sport. Every loyal Canadian and United States citizen's main objective should be, and I think is, "Win the War at all Costs." I believe that both fans and players would readily and willingly accept a decesion to cancel professional sport for the duration and should the Federal Government so decide, I would be in complete accord with that decision.

* * *

Rev. Andrew Rodan

First United Church, Vancouver, B.C.

I would be in favor of the continuance of professional sport on condition that only essential salaries and services be paid and all other profits and proceeds be given to the Red Cross. I believe that all amateur sport should be encouraged where and when it does not interfere with the war effort.

There ought to be more participants and fewer spectators to get the full benefit in returns of health of mind and body. As a builder of morale a well directed recreational programme is essential and fundamental as part of the war effort of the nation.

* * *

F. J. Thurston

Editor, The Advance, Flesherton, Ont.

In these days of war and strain it seems to me that sports of all kinds should be fostered and supported by the public. It gives relaxation and enjoyment to all, besides it is splendid exercise for athletes.

While professional sport is big business it is just the big brother of amateur sports and gives the young player a spot to shoot at and give his best. While players are playing professional sport the government takes a big slice in taxes.

Yes, I think that professional sports should continue despite the war.

* * *

Palmer Wright

Secretary, Ontario Jockey Club, Toronto.

The harder people work the greater is their need for recreation. The greater the nervous strain the more necessity for diversion. This is surely not a very profound phychological problem.

On the other hand, in these times, if our responsible governments feel that professional sport might interfere in any way with the colossal effort we are now faced with, professional sport must cease.

C.C. Airways Faces Loss of Permit

From Our Own Correspondent

MONTREAL.—Canadian Colonial Airways Ltd.'s continued authority to operate in the United States will come up for decision on or before June 30 next, according to J. E. Savard, president.

For the past 13 years this company has operated a service between Montreal and New York. Operations are subject to permit from the Canadian authorities and also from Civil Aeronautics Board of the United States.

Early in 1941 a question was raised as to the continuation of the company's permit to operate in the United States. The C.A.B. conducted an investigation and hearings on the matter. On August 13 last the Board terminated the company's rights to operate with effect as of December 22, 1941.

Ottawa Lends Hand

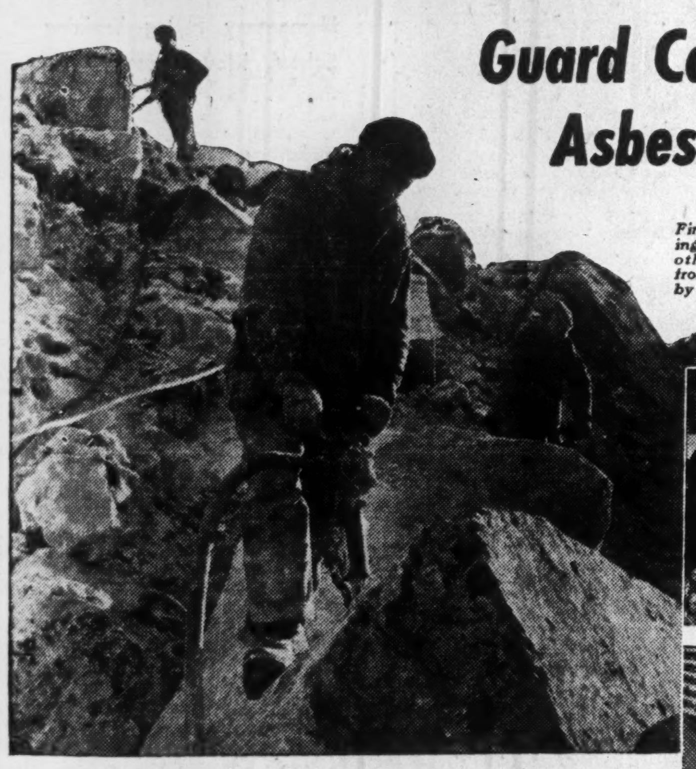
Throughout these proceedings Mr. Savard reports, the company endeavored to enlist the support of the Government of Canada. As a result of the latter's intervention, following the rendering of the decision, the company was granted on December 21 the right to continue operations until June 30, 1942.

Canadian Airways' contract for the carriage of mail would have terminated, on December 22 last contemporaneously with the expiry of the United States permit, but, in view of the extension of rights, has been continued in effect.

Mr. Saward reports everything possible is being done to convince the United States authorities that the company should be allowed to operate as heretofore.

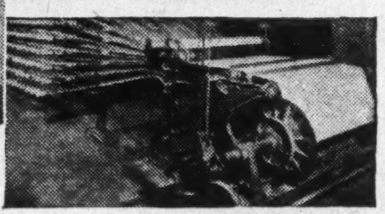
JOHNS-MANVILLE WORKERS

Guard Canada's Asbestos Leadership



Fireproof asbestos clothing for the R.C.A.F. and other services is made from Canadian asbestos by J-M workers.

Asbestos Pipe Coverings made in the J-M factory help war industries save precious fuel.



Skilled J-M workers man complicated machines that turn the "Magic Mineral" into war-winning products.

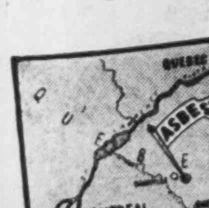
81 workers and high company officials share equal honors in the "Quarter Century Club", formed of those who have worked together in J-M for twenty-five years or more.

● Twenty-four hours a day, seven days a week, the workers of Canadian Johns-Manville are "on the job" at Asbestos, Quebec — maintaining, *and increasing,* Canada's world leadership in asbestos production.

They're busy at work in the J-M mine, largest asbestos mine on earth . . . they're going "all out" in the mill and factory . . . more than 1500 hard-working, patriotic Canadian men and women doing their important wartime job with a will.

Johns-Manville is proud of its workers . . . and prouder still of enjoying *their* goodwill.

CANADIAN JOHNS-MANVILLE CO., LIMITED
Mine and Factory at Asbestos, P.Q.
MONTREAL TORONTO WINNIPEG VANCOUVER



JOHNS-MANVILLE
JM
PRODUCTS

CANADIAN JOHNS-MANVILLE

• J-M BUILT-UP ROOFS • J-M CORRUGATED TRANSITE SIDING • J-M INDUSTRIAL FLOORING • J-M INSULATING BOARD PRODUCTS • J-M ASBESTOS WALLBOARDS • J-M ROCK WOOL INSULATION • J-M INDUSTRIAL INSULATIONS • J-M REFRACTORIES • J-M ACOUSTICAL SERVICE AND MATERIALS • J-M PACKINGS AND GASKETS AND OTHER ESSENTIAL MATERIALS FOR FACTORY, MILL, SHOP, OFFICE

NEW FACTORY

W. T. Randall, vice-president and general manager of Neptune Meters Ltd., announces completion of the new Canadian head office plant, Long Branch, Ont. The new factory has 400 feet frontage on Lakeshore Road. It occupies 10 acres and offers 30,000 square feet of floor space.

No Move to Bar Travel by Rail

From Our Own Correspondent

MONTREAL. — As the railways have made no request that passenger travel be reduced, T. C. Lockwood, Dominion Transport Controller, announces any move to curb rail passenger travel will be taken only if travelling interferes with carrying of essential freight.

Canadian railways were in an exceptionally good position to handle heavy war traffic, better probably than United States roads, Mr. Lockwood said. Improvements and developments during the '20's had left the two Canadian systems in an unparalleled position to handle the tremendous shipments involved in Canada's war effort, and at the same time maintain their passenger service.

This meant, the Controller added, that ordinary passenger travel need not be restricted until some undetermined time in the future when freight shipments were delayed because of shortage of equipment and actual space on the tracks for more freight trains.

C. P. Air Lines Sets Up Board

Well-known Canadian Aviation Figures Take Over Key Positions

From Our Own Correspondent

MONTREAL.—With all legal details out of the way, L. B. Unwin, president of the newly formed Canadian Pacific Air Lines Ltd., announces appointment of leading Canadian Aviation figures to direct and develop the destinies of the air companies acquired by Canadian Pacific.

C. H. Punch Dickens, has been placed in charge of all operations of the company as vice-president and general manager, with headquarters in Montreal.

Other members of the executive follow:

G. W. G. McCONACHIE, general manager of Western Lines, with headquarters in Winnipeg.

C. R. TROUP, general supervisor of flying schools and aircraft repair shops, with headquarters in Montreal.

T. W. SPIERS, general supervisor of repair plants, with headquarters in Montreal.

W. R. PATTERSON, comptroller.

T. H. MOFFITT, treasurer, and

I. R. G. COLLINS, secretary.

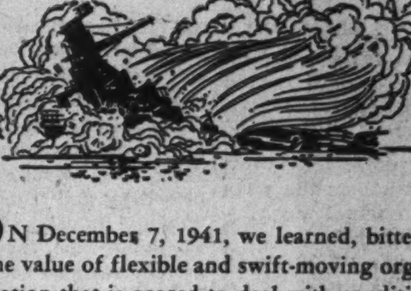
Operate Big System

Magnitude of the operations of the air companies now comprising C.P.A.L. are emphasized by the fact that combined air mileage flown is estimated at approximately five million miles annually. The acquired companies include Canadian Airways Ltd.; Quebec Airways Ltd.; Dominion Skyways Ltd.; Arrow Airways Ltd.; Yukon Southern Air Transport Ltd.; Ginger Coote Airways Ltd.; Wings Ltd.; Prairie Airways Ltd.; Starrett Airways and Transportation Ltd., and Mackenzie Air Service Ltd.

Important contributions to the British Commonwealth Air Training Plan arising out of the new set-up include management of air observer schools in Edmonton, Malton, St. Johns, Lorette, Winnipeg and Portage La Prairie, as well as one elementary flying training school at Cap de Madeleine. Repair plants operated by the company under the plan include two at Winnipeg, one at Moose Jaw and one at Cap de Madeleine.

Continued and progressive development of the Northern Canadian hinterland, and in particular the defense route to Yukon and Alaska are of first importance at this time, as well as in the future, Mr. Unwin said in commenting on the new appointment.

What Pearl Harbor Proved



ON December 7, 1941, we learned, bitterly, the value of flexible and swift-moving organization that is geared to deal with conditions as they arise, even though entirely unexpected.

The Crown Trust has acted as Executor many times. We have settled many estates and in so doing have built an organization and acquired a degree of experience that we believe can be helpful to you and your family. With no obligation whatever on your part, we'll gladly tell you our whole story.

Crown Trust Company

Executors :: Trustees :: Financial Agents

MONTREAL 393 St. James Street
TORONTO 80 King Street West

Let us serve you and your family

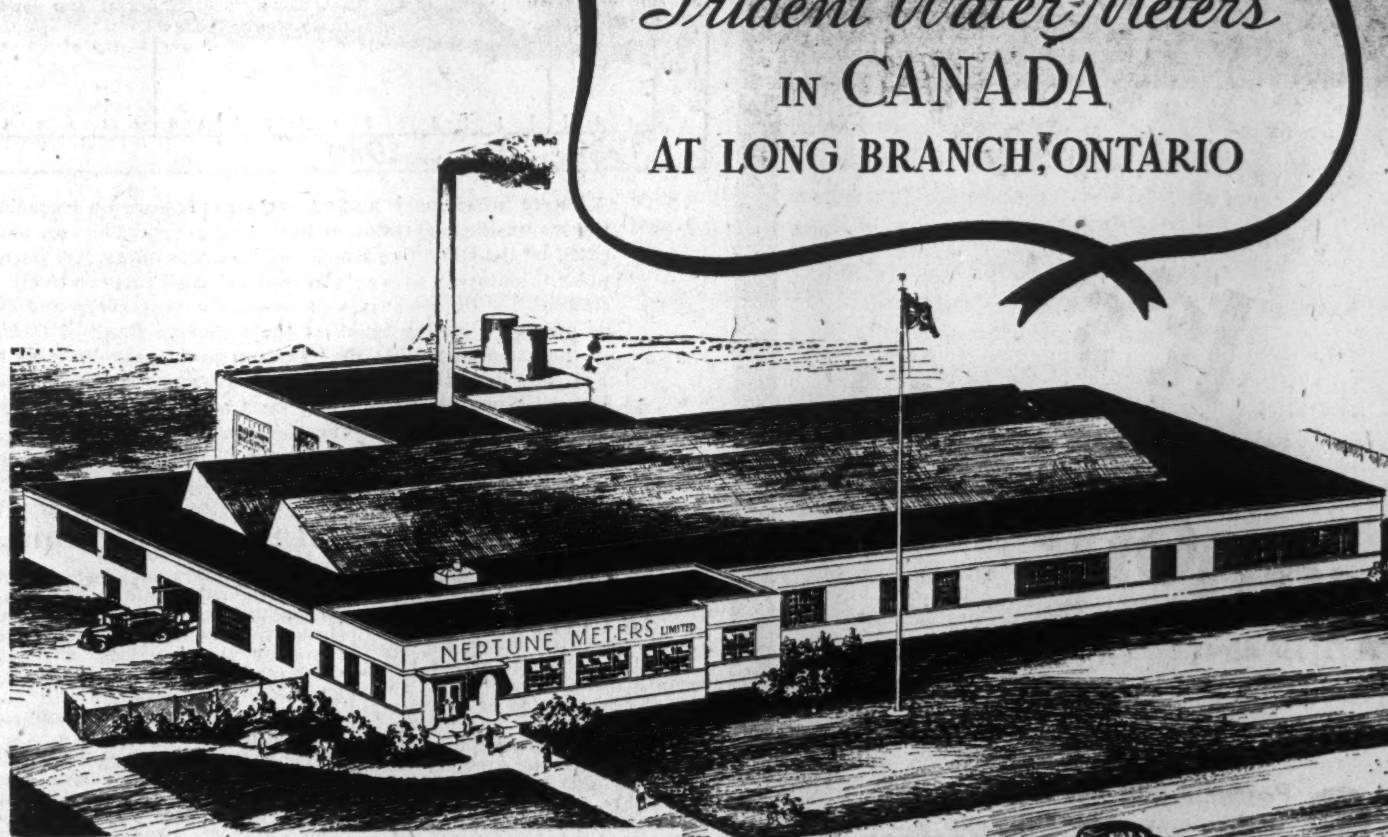
THE DOMINION LIFE ASSURANCE COMPANY

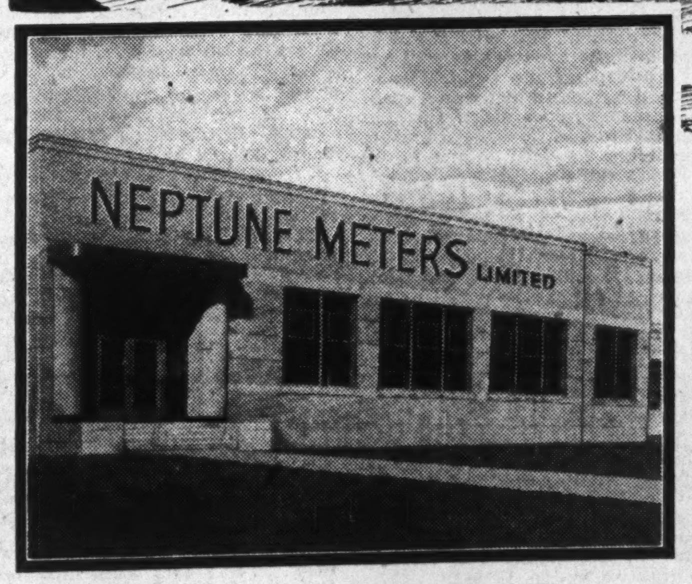
SECURITY
Life Insurance estates are simple and sure. Your programme should be built to provide immediate cash at death, plus family income and a Private Income for retirement.

ESTABLISHED 1889 — HEAD OFFICE — WATERLOO — ONTARIO

Montreal Tramways—Action instituted by J. P. Lanctot, K.C., as holder of Montreal Tramways Co. bonds, was returned to the Superior Court reopening the attack on the arrangement between the company and its first and general mortgage bondholders. The plaintiff's principal allegation is that the Quebec Act cannot validly be applied, and he seeks to quash the judgment of Superior Court in which Chief Justice Greenshields on Dec. 22 last ratified the arrangement.

NEW HEAD OFFICE
OF
Trident Water Meters
IN CANADA
AT LONG BRANCH, ONTARIO





ENTRANCE TO OFFICE, LONG BRANCH

Our full co-operation in the war effort has necessitated the building of this new factory of most modern design.

NEPTUNE METERS LIMITED
Head Office and Factory, Long Branch, Ont.
Also Factory at 345 Sorauren Ave., Toronto

Tie Tips From EATON'S

REAL SILK TIES

Distinctive ties that are the "last word" in excellence! There are neat allover Macclesfield patterns, stripes, large scroll patterns and Persian rug designs. Made by such well-known makers as Welch Margetson, Holliday Brown, Sambrook Witting, Hugh Parson, etc.

Each 3.50
Three for 10.00

Main Store—Main Floor.

T. EATON Co. LIMITED
TORONTO CANADA

MANAGER WANTED
for
INDUSTRIAL RELATIONS ORGANIZATION

Should have wide experience in personnel problems, including knowledge of wage structures, labor regulations, collective bargaining agreements, and general matters affecting employer-employee relations.

GOOD SALARY FOR THE RIGHT MAN

Apply only if possessing suitable qualifications. Supply full details age, education, training, experience, and give references first letter. Applications not considered from those engaged in war work.

BOX 288, THE FINANCIAL POST, TORONTO

YES, BUT CARRY ON!

Where you have used gunmetal and phosphor bronze castings, you can specify TALSIL BRONZE knowing that it will have all the physical characteristics of these copper-tin alloys.

TALSIL BRONZE

This metal develops strength, toughness, pressure tightness and resistance to acid and sea water corrosion. It has good machining quality.

ENDURANCE METALS

Tin-free bearings and bushings that have exceptionally high anti-frictional quality and strength. Giving great satisfaction in difficult applications.

Handy data sheets on these alloys on request.

We can give the shipbuilding industry comprehensive service in castings in modified gunmetal, brazing metal flanges, red brass liners, bronze liners, bearing metals, silicon bronze and porthole castings with aluminum covers for blackout.

A·H·TALLMAN Bronze COMPANY, LIMITED
HAMILTON · CANADA

Your Investment Questions Answered Without Charge

As a subscriber to The Financial Post you are entitled to information regarding any Canadian investment that you are interested in.

If not already a subscriber, address your enquiry to The Investment Department when sending in your subscription.

USE THIS COUPON

THE FINANCIAL POST,
481 University Ave.,
Toronto 2, Canada.

Please send me The Financial Post for the next year (52 issues). I enclose $5.00.

Name ....

Occupation ....

Address .... F.P.

I would like information about this investment ....

....

Higher Railway Rates Refused

W.P.T.B. Says "No Change" in Domestic Schedule.

From Our Own Correspondent

MONTREAL.—The application of Canadian railways for higher freight rates on export and import shipments between Canadian ports and inland points in Canada has been turned down by the Wartime Prices and Trade Board. American railways have secured an upward revision of rates on the same type of freight.

On international traffic between Canadian and American points, Canadian railways have been allowed a higher rate, in line with that charged by the American roads.

"The general structure of railway rates affecting traffic within Canada will not be increased," said the board. "This applies to passenger fares, sleeping car and parlor car rate and freight and express charges."

It held that Canadian conditions do not justify an increase in rates. In the U. S., increases of 10% in passenger rates and varying amounts up to 6% in freight rates were permitted last month by the Interstate Commerce Commission.

Total Ceiling Plan Seen Ahead in U.S.

(Continued from page 1)

attention paid to the problem of mopping up that excess purchasing power. Congress is wrestling with the treasury's tax proposals. They seem drastic enough to the man on the street but actually they are none too realistic when compared with the tremendous increase in government spending for war purposes. They are designed to bring in about seven billions a year of new revenues, but very little of this will be diverted from the pockets of civilians and into the coffers of the treasury during the current year.

Moreover, this country has never tackled, as Canada has, the problem of absorbing excess purchasing power by nation-wide war bond campaigns. National defense bond sales dropped to $500 millions in March and the total expected for the whole year is not more than $10 to $12 billions. There is no effort to tap the savings of the people in the manner that they were tapped in Canada in our last two victory bond campaigns.

Sceptical of Wall Street

One reason is the lack of the kind of selling or distribution organization that Canada has set up. Washington still looks with disfavor upon Wall Street and it has shown no disposition to utilize the machinery of the investment banking firms of the country to organize the combined professional-volunteer system that rang every doorbell and approached every worker in Canada.

The economic theorists in Washington look with greater favor upon the idea of compulsory savings. All sorts of plans for forcing people to loan their money to the government are being weighed. It is likely that some form of compulsory savings will be introduced before an intensive public bond selling campaign has even been tried.

In the background of tax discussions there still lurks the shadow of the new deal. Most of the time consumed on the hill in discussing the tax programme revolves around the conflict between those who feel that war taxation should hit hardest where the new purchasing power exists which means in payrolls or should hit hardest where it will perform the socializing function of redistributing the wealth.

Ahead of Expectations

In the meantime war production is getting into full swing and while detailed reports are not being issued the indications are that the output of war weapons is on the whole ahead of earlier expectations.

Expenditures for new construction and war production reached $2.5 billions in March and Donald Nelson. Chairman of the War Production Board, assures the nation that they will reach $40 billions this year.

Combined production of the United States, Russia and the British Commonwealth is unquestionably greater than the total war production of the Axis nations, but that, of course, does not mean that the accumulated reserves of the Axis, resulting from their long years of intensive preparedness for war, has been overcome.

The first half of the battle of production has been won in the conversion of durable consumer goods industries to war production. By July 1 the last of the orders taking civilian industries out of the production of durable goods will be fully effective. Then the second half of the programme will have a chance to get going without interrupting the production half.

3,000 Planes Monthly

Output of combat planes is something in excess of 3,000 monthly while the goal set for the end of 1942 of 10,000 planes monthly will be reached. An increasing percentage of the planes represents heavy bombers.

Tank production is gaining impressively although there is still some lack of standardization that is criticized by competent authorities.

The gun programme has been slow in developing but there are indications that a mass production basis will shortly be achieved.

The construction of new shipping tonnage is gaining slowly. The bottleneck is still in rolling mill capacity to produce the required steel plates. There is every indication that planes, tanks, guns and ammunition will be rolling off the factory lines in enormous quantities before there will be ships to carry them to the war fronts of the world.

Bond Redemptions

7 p.m., May 2, La Corp. du Village de la Baie Shawinigan, P.Q. — $35,000, 4%, dated June 1, 1942, redeemable serially in 20 years. W. Chietien, sec.-treas.

3 p.m., May 4, Sherbrooke, P.Q.—$250,000, 3½%, dated Feb. 1, 1942, redeemable serially from Feb. 1, 1943 to Feb. 1, 1962. Ant. Deslauriers, clerk.

The War and Business . . .

More Frills to Go

Important developments are going on beneath the surface in regard to the elimination of so called wasteful business practises. Government investigators have been working on the problem for several weeks. One phase seen certain is a crack down on the age old habit of national distributors of pushing their products into a competitor's territory regardless of cost. With heavy goods that policy is doomed, The Financial Post hears. Soon territory will be more or less frozen and competing firms will be prevented from criss-crossing each other's territories as of old. In the end the national distributors should about break even but for the duration of the war their products will not be able to penetrate all the far corners of the Dominion.

* * *

Typewriter Ribbon Economy

Probably half the typewriter ribbons used in this country are of two colors, usually red and black. But the latter does about 90% of the work. In consequence, when the ribbon is discarded because the upper black half portion is worn out, there is still little wear on the red.

One enterprising secretary in a large publishing firm noticed this waste and at her suggestion from now on all office memos and similar internal work will be done with the red half of the ribbon, saving this one company several hundreds of dollars a year.

* * *

One Mail Delivery

Civilians in residential areas must soon reconcile themselves to one postal delivery daily. Extra mail to war plants and shortage of experienced help is responsible. It is understood that plans are far advanced for this curtailment and other economies in Canada's postal service.

* * *

Birthdays

About one person in seven cannot or does not correctly state his date of birth when buying life insurance, according to an official of one large Canadian life company. He also estimates that one in every ten policyholders has a discrepancy in his birth of date which affects the insuring age—such discrepancies ranging anywhere up to 15 years.

* * *

More Money Circulating

From February, 1941, to the same month of 1942 there was an increase of 32.5% in the amount of bank notes in circulation in Canada. For the United States the increase for the same period was about 30%.

* * *

U. S. Dividends

Don't worry about having the 27½% deduction at the source made on dividends coming from the United States. Yes, the new agreement does call for 15%. But it hasn't yet been ratified by the Senate. When it is, the rebate will be made to you automatically.

C. P. R. Contracts For Equipment

From Our Own Correspondent

MONTREAL.—First of the large railway equipment orders for the current year is announced by the Canadian Pacific Railways. Contracts have been placed as follows:

500, 40-ton steel box cars to Canadian Car & Foundry Co.

250, 50-ton steel box cars and 150, 70 ton ore cars to National Steel Car Corp.; and

50, 50-ton steel box cars to Eastern Car Co., a subsidiary of Nova Scotia Steel & Coal Co.

O. P. A. Modifies Paper Policy

Exporters Are Allowed to Clear Contracts Above Ceiling

From Our Own Correspondent

MONTREAL. — U. S. Office of Price Administration's regulations on newsprint prices have been modified slightly.

Exporters to whom standard newsprint was shipped, and who made contracts for export resale of such paper prior to April 1 at prices above the temporary ceiling established on that date, are permitted to complete these contracts as a result of Amendment No. 1 to Temporary Maximum Price Regulation No. 16.

Exporters Paid Premium

O. P. A. found that many exporters who made contracts before the regulation applied, purchased newsprint to fill contract orders at prices above the ceiling. Accordingly, these exporters face financial loss and their Central American and South American customers, many of whom are publishers, face shortage of supply.

The amendment permits exporters to complete contracts and sell the newsprint paper at contract prices.

Fairbanks-Morse Sales 9% Ahead

Profit in First Quarter Approximately $1 Per Share

From Our Own Correspondent

MONTREAL.—Sales of Canadian Fairbanks-Morse Co. for the first quarter of the current fiscal year were 9% ahead of the like period a year ago, according to a statement made to the annual meeting of shareholders.

Profit in the three months was equal to approximately $1 a share on the common, an amount slightly in excess of earnings in the same period of 1941.

The directors have declared a dividend, subject to approval of the Foreign Exchange Control Board, of $2 a share on the common stock out of earnings during the 1941 fiscal year, payable June 1.

This compares with dividends of $1.25 paid during 1940, of which amount 75 cents was paid out of earnings in respect to 1939, and with 50 cents paid during 1939, brings payments to the highest level since 1929-30, when the total distribution was $2 a share.

Commodities

	Latest week	Previous week	Same week last yr.
Cattle	....	$11.00	$9.35
Hogs	....	15.25	11.40
Copper, lb.	$ .12	.12	.12
Cotton, lb.	.2110	.2134	.1145
Sugar, raw, lb.	*.0374	.0374	.0333
Wheat, Man. (bu.)	.79⅛	.79	.75½
Coffee, lb.	*.09¾	.09⅜	.06¾
Hides	*.15½	.15½	.14¾
Weekly Indices			
U. S. Labor	98.1	97.9	82.9
Wood, Gundy	77.0	77.1	70.2
Dow Jones (fut.)	86.94	87.74	63.27
Fishers	105.6	105.4	89.2
Monthly Indices			
Canada (D.B.S.):			
Retail (Mar.)†	115.9	115.7	108.2
W'sale (Mar.)	95.1	94.6	85.9
U. S. (Jan.)	96.0	93.6	80.8
Gt. Brit. (Jan.)	156.4	155.9	149.5

Note:—The base of indices is that 1926 equals 100. †Base 1935-39 equals 100. The British index is Board of Trade converted to 1930 base.

Base of price quotations is as follows: Cattle — Steers, good, over 1,050 lb., top price, Toronto. Copper-electrolytic, New York, No. 7 coffee, Rio. Sugar—96 degrees centrifugal, c/f New York. Wheat—No. 1 Man. North., Ft W.-Pt. A. basis.

*Ceiling prices fixed by the office of Price Administration.

Bond Tenders

12 noon, Apr. 28, Canada Treasury Bills —$45,000,000, dated Apr. 29, 1942, payable July 31, 1942.

May Restrict More Industries

(Continued from page 1)

ble to the draft. Permits from Selective Service Officers do not take precedence over a draft call from the army.

The list of local officers of the Unemployment Insurance Commission which are authorized to grant permits for employment in restricted occupations and industries is as follows:

In some places marked with asterisk (*) name of local officer is not yet available.

Pacific Region:

Office Manager Address
Vancouver—W. McKinstry, 300 W. Pender St.
Kamloops—J. E. Andrews, 3rd Ave. and Seymour St.
Kelowna—J. F. Heap, 227 Bernard Ave.
Nanaimo—J. T. Carrigan, Plaza Hotel Bldg.
Nelson—*316 Baker St.
New Westminster—*46 Sixth St.
Prince Rupert—E. V. Whiting, 639 Third Ave. W.
Victoria—C. A. Mudge, 534 Broughton St.

Prairie Region:

Winnipeg—W. H. L. Darracott, 280 William St.
Brandon—A. O. Bain, 1042 Rosser Ave.
Calgary—W. H. Ross, 237-8th Ave. E.
Drumheller—*Public Building.
Edmonton—Wm. Carnill, 10019-101A Ave.
Flin Flon—R. H. MacNeil, 68 Hapnot St.
Fort Frances—G. J. Turgeon, 303 Scott St.
Fort William—W. Fairbridge, 201 N. Main St.
Kenora—*Matheson and First Sts.
Lethbridge—W. E. McCutcheon, 215-217 7th Ave. S.
Medicine Hat—*Post Office Building.
Moose Jaw—*310 Main Street.
North Battleford—E. B. Bloomfield, 1130 Main Street.
Port Arthur—M. K. Morrison, Post Office Building.
Prince Albert—J. Hepburn, Immigration Bldg.
Regina—G. T. E. Tomsett, 2124-11th Ave.
Saskatoon—R. Bowers, 273 Second Ave. S.
Swift Current—*9 First Avenue E.
Yorkton—R. C. Ponser.

Ontario Region:

Toronto—J. Angus, 174 Spadina Ave.
Barrie—J. B. Howey, Public Bldg.
Belleville—W. D. Ross, City Hall.
Brantford—T. A. Phillips, Public Bldg.
Brockville—J. A. O'Donahoe, 197 King St. West.
Chatham—J. M. Harrison, 277 William St. South.
Cornwall—J. R. Laframboise, 205 Second St. E.
Galt—A. G. Malcolm, Post Office Bldg.
Guelph—H. G. Suffield. Post Office Bldg.
Hamilton—G. P. Weir, 31 Walnut St. S.
Kingston—E. E. Langdon, 300 King St. E.
Kirkland Lake—*93 Duncan Avenue.
Kitchener-Waterloo—C. W. Boyer, 48 Ontario St.
London—M. S. Snyder, 371-381 Richmond Street.
New Toronto—H. N. Reid, 131 Sixth St.
Niagara Falls—K. J. Wisby, 600 Erie Ave.
North Bay—H. A. Desjardins, 69 First Ave. West.
Orillia—A. P. Leahy, 36-40 Peter St.
Oshawa—G. L. Edmunds, 51 Simcoe St. S.
Ottawa—A. Wood, 238 Sparks Street.
Owen Sound—A. J. Kreutzweiser, 224-226 Ninth St. E.
Pembroke—A. B. Horwood, Public Bldg.
Peterborough—W. H. L. Mellis, 312 George Street.
St. Catharines—R. F. Clarke, 20 Queen St.
St. Thomas—G. T. Winter, 580 Talbot St.
Sarnia—A. E. Palmer, 215-217 North Front Street.
Sault Ste. Marie—J. W. Wetherall, Dominion Public Bldg.
Stratford—R. N. Watt, 19 Market St.
Sudbury—R. H. Hall, 12 Cedar St.
Timmins—G. E. Charron, 87 Third Ave.
Welland—Wm. Lewis, 26 Division St.
Windsor—H. C. Stratton, Dominion Public Bldg.
Woodstock—R. E. Poste, 12-14 Finkle St.

Quebec Region:

Montreal—L. M. Lymburner, Jr., 275 Notre Dame Street W.
Chicoutimi—P. L. Grenier, 11 Lafontaine Ave.
Drummondville—G. Gagner, 510 Lindsay Street.
Granby—J. L. Marion, 74 Main Street.
Hull—O. Boucher, 123 Bridge Street.
Joliette—R. Coderre, Public Building.
Lachine—J. A. Meloche, 8-19th Avenue.
Levis—M. J. H. Tousignant, 44 Fraser St.
Quebec—S. Picard, 15 rue de la Couronne.
Riviere du Loup—J. A. Gendron, 20 rue de la Cour.
Rouyn—G. J. Primeau, Public Building.
St. Hyacinthe—R. Forbes, Post Office Bldg.
St. Jean—G. R. Lomme, 157 St. James St.
St. Jerome—W. H. Sanderson, 319 Labelle Street.
Shawinigan Falls—M. Bellefeuille, Station and Cecile Sts.
Sherbrooke—E. H. Fortier, 4 Wellington St. N.
Sorel—E. F. Cournoyer, Public Bldg.
Thetford Mines—H. M. Gregoire, Old Post Office Bldg.
Three Rivers—J. A. Prefontaine, Post Office Bldg.
Val d'Or—J. P. Sevigny, 826 Third Ave.
Valleyfield—L. Ladouceur, Public Bldg.
Victoriaville—J. C. Levreault, 39 Octave Street.

Maritime Region:

Moncton—S. C. Wright, Public Bldg.
Amherst—J. H. Craig, Public Bldg.
Campbellton—J. A. LeBlanc, Post Office
Charlottetown—J. B. Murley, 103 Queen St.
Edmundston—H. L. Viel, Public Bldg.
Halifax—W. J. Ryan, 84 Hollis St.
Kentville—John E. Burgess, Cornwallis St.
New Glasgow—W. Jollymore, Maritime Bldg.
St. John—W. F. Reid, 80 Prince William St.
Sydney—L. J. Curry, 337 Charlotte St.
Truro — G. V. Jacques, Bank of Nova Scotia Bldg.
Yarmouth—F. T. Armstrong, Princess Blk., Main St.

U. S. Pulp and Paper Mills More Active

MONTREAL. — American pulp and paper mills operated at 102.5% of rated capacity during March, according to returns compiled by the American Paper & Pulp Association. This compares with 103.4% in February and 92.2% in March a year ago. Preliminary figures for April indicate a further gain over last year's operating returns.

Investor's Index

April 25, 1942

Allens Kingston 29
Allens London . 29
Allens St. Cath. 29
Anglin-Norcross 35
Candn. Car . . . 22
Candn. Col. Air. 25
Can. Int. Paper 26
Can. Industries. 22
Can. Locomotive 35
C. P. R. . . . 26, 27
Caldwell Linen. 28
Crow's Nest P. 35
Disher Steel . . 35
Dom. Glass . . . 35
Fairbanks-Morse 26
G. W. Hendersh't 35
Gatineau 35
Howard Smith . 26
Inter City Bak. 35
Inter. Metal Ind. 35
Inter. Paper . . . 34
McColl-Front. . 35
Medalta Potter. . 29
Montreal Trams. 28
Para. Kitchener 29
Shawinigan . 22, 35
Steel of Canada 29
Strand Hamilton 29
United Secs. . . 29
W. D. Beath . . 35
Winnipeg Elec. . 35

MINES AND OILS

Aldermac 39
Bralorne . . 38, 39
Broulan Porc. . 38
Kerr-Addison . . 39
Noranda 38
Pioneer 39
Privateer 39
Prospectors Air. 39
Sheep Creek . . 39

REGULAR FEATURES

Banking 32
Bonds 29
Bond Quotations 36
Business, Week in 31
Commodities 26
Company Reports 29, 35
Editorial 30
Insurance:
Fire 32
Life 32
Investment Page 28
Enquiry Letters 35
Market Opinions 28
Stock Quotations 36
Mining Pages 38, 39
Mining Quotations 36
Mining Reports 39
Oil Page 38
Oil Quotations 36
Royalty Offerings 38
Wheat Page 37
Wheat Quotations 37

Ontario Hydro Load Up 19.7%

Niagara System Continues to Lead, Reflecting Rising War Production

Primary power load reported by Hydro-Electric Power Commission of Ontario continues to show record gains. For March the total primary peak load is up 19.7%, with the Niagara system rising 24.6% over March, 1941.

The combined southern Ontario systems, Niagara, Georian Bay and eastern Ontario, all of which are linked in a major grid system, show maximum peak horsepower loads up about 23%. Thunder Bay system is up about 11% but northern Ontario properties, serving mines and mining communities, dropped 2%, attributed to the strike at Kirkland Lake and to the cessation of operations by certain mining interests.

Maximum 20-Minute Peak H.P.

	March 1942	March 1941	Incr. %
Primary Loads:			
Niagara	1,649,866	1,324,129	+24.6
Eastern Ont.	172,692	152,452	+13.3
Georgian Bay	43,818	38,272	+14.5
Thunder Bay	100,958	91,153	+10.8
Northern Ont.	200,498	204,771	−2.1
Total	2,167,832	1,810,777	+19.7
Primary and Secondary Loads:			
Niagara	1,704,960	1,505,094	+13.3
Eastern Ont.	175,011	152,452	+14.8
Georgian Bay	44,857	38,272	+17.2
Thunder Bay	136,193	91,153	+49.4
Northern Ont.	260,283	263,886	−1.4
Total	2,321,304	2,050,857	+13.2

C. N. R. Revenue Far Ahead of 1941

Returns for First Quarter of 1942 Show Steady Increase in Traffic

From Our Own Correspondent

MONTREAL.—For the first quarter of the current year, net revenues of Canadian National Railways at $15.2 millions were $4.5 millions ahead of the same period in 1941. This reflected a gain of nearly $15 millions in operating revenues, against which operating expenses increased by $10.4 millions.

The advance in income appears to be accelerating, judged by the fact that in March operating revenues of $28.7 millions were $5.2 millions greater than a year ago. The amount of the gain was absorbed in increased operating expenses, while net revenues at $6.4 millions were up nearly $1.5 million over March a year ago.

March	1942 $	1941 $
Operating revenues	28,706,000	23,528,006
Operating expenses	22,282,394	18,595,951
Net revenue	6,423,606	4,932,055
Aggregate to March 31		
Operating revenues	79,623,000	64,698,467
Operating expenses	64,397,841	54,006,902
Net revenue	15,225,159	10,691,565

Howard Smith Policy Outlined

From Our Own Correspondent

MONTREAL. — Howard Smith Paper Mills dividend policy was outlined to shareholders at the annual meeting. In reply to a question by a shareholder, Harold Crabtree, president, said that when the outlook clarifies sufficiently the directors will not hesitate to take action on common dividends.

Shareholders must realize, Mr. Crabtree said, that the directors have a heavy responsibility for directing company affairs, that he himself is a large shareholder, and he was as anxious as anyone that dividends should be inaugurated. The board had already considered the matter, but it had been decided that the question should not be brought up again for some months, until the general outlook cleared.

Apart from Mr. Crabtree's statement on dividend policy, the meeting was largely routine. George H. Tomlinson, director, was elected a vice-president, succeeding the late George W. Pauline.

Obituaries

William A. Cook, aged 62, at Montreal, general manager Ready Mix Concrete Ltd., of Montreal.

John A. Rowland, K.C., aged 67, at Toronto, 1st vice-president and general manager, Canada Permanent Mortgage Corp. and the Canada Permanent Trust Co., director, Continental Life Insurance Co.

John Palmer, aged 60, at Montreal, district engineer, Canadian Westinghouse Co., Notre Dame de Grace, Montreal.

John Machado, aged 45, at Toronto, Toronto, manager, Canadian Bank Note Co.

CROP REPORTS

As in previous years, the Bank of Montreal will publish during the season frequent reports on the progress of the crops.

These crop reports are telegraphed to various centres, from which they will be mailed free to all who require them.

Application to be put on the mailing list may be made in person or in writing to any branch of the Bank.

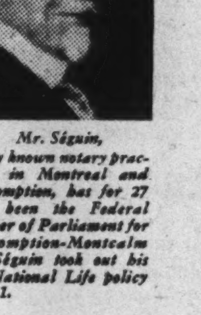
The Bank also publishes throughout the year a monthly letter on business conditions. Copies of this are also available free on application.

500 BRANCHES FROM COAST TO COAST

BANK OF MONTREAL

MANUFACTURING EXECUTIVE
Practical Experience in Costs, Budgets, Financing, Corporation Tax Returns and Other Related Matters. Also Varied Professional Auditing Experience.
SUCCESSFUL RECORD—EXCELLENT REFERENCES.
CHARTERED ACCOUNTANT
Salary $6,000.00 Per Annum. Available Approximately 5 Weeks. Interview by Appointment Toronto or Montreal.
BOX 290, THE FINANCIAL POST, TORONTO.

"MY NATIONAL LIFE POLICY ENABLES ME TO SAVE WITH SECURITY..."



Mr. Séguin, widely known notary practicing in Montreal and L'Assomption, has for 27 years been the Federal Member of Parliament for L'Assomption-Montcalm Mr. Séguin took out his first National Life policy in 1931.

says Mr. P. A. Séguin, who continues: "It has been often and truly said: 'The hardest thing is not to make money, but to save it.'

"From long experience I have found that Life Insurance is the surest and easiest way to save, because it provides a systematic savings plan. Thus a long time ago I entrusted to the National Life the responsibility of saving my money, and I have reason to congratulate myself on this step every day."

The National Life Assurance Company of Canada

Home Office Toronto

Established 1897

Canadian International Paper annual report for 1941, scheduled to make its appearance toward the end of this week, will show gross income in excess of the $54.2 millions reported in 1940.

The statement will also show substantially higher provision for income and excess profits taxes, including about $2.5 millions applicable to prior years. Even allowing for this, net profit for the year will be ahead of the $1.3 million reported in 1940. In addition, the amount of outstanding first mortgage bonds will be shown at $17,242,000.

Your EXPERIENCE has built *Our* REPUTATION

The reputation of an insurance company is built on something that goes beyond a surplus of assets over liabilities, beyond financial ability to meet claims.

Reputation is built on the solid foundation of *experience*—the experience of policy holders over a period of years. It is *their* experience that has built *our* reputation. They have found the basic character of The Employers' as a company—its ready desire to meet its claims promptly, its placing of the policy holders' interests *first* — of importance second only to The Employers' 62 years of established financial strength.

In a world of unsettled future, it is the essence of sound thinking to judge an insurance company by the experience of its policy holders in the past.

THE EMPLOYERS' LIABILITY ASSURANCE
THE EMPLOYERS' ASSURANCE
CORPORATION LIMITED

E. L. MARSHALL, *Manager for Canada and Newfoundland.*

MONTREAL, TORONTO, WINNIPEG, CALGARY, VANCOUVER

Fire and Casualty Insurance

Weekly Record of Financing in Canada

SALES BY MUNICIPALITIES, PROVINCIAL AND DOMINION GOVERNMENTS

Provincial—	Date Issued	Sold to	Rate	Due	Amount	Price	Yield
Hydro-Electric Power Comm. of Ontario (Guar. by Prov. of Ontario)	Apr.	Privately to Bank of Montreal and Syndicate	2½% 3%	1943-49 1946-52	$7,000,000 3,000,000	....	....
Dominion—							
Canada Treasury Bills	Apr.			July 17, '42	45,000,000	99.864	.544%

How We Fit in With U. S. Priority System

Our System is Relatively Simple—But Uncle Sam Has Different Problem

By ARTHUR D. ELLWOOD

A quiz programme for Canadian businessmen these days would probably include questions such as the following:

What are P-orders?

Have WICB numbers the same standing as an actual war contract?

When can I use PB-1002 and what are its advantages?

What does PRP mean?

To the initiate this code is quite practical—so much so that upward of 1,200 businessmen attended a meeting in Toronto recently to hear these hieroglyphics explained. Top officials from the Department of Munitions and Supply are now visiting various centres in Canada wherever worth-while groups can be gathered together to hear these things explained. For in addition to Canadian priority systems, thousands of Canadian businessmen must also obey U. S. priorities.

A. A. Walker, assistant director general of the priorities branch Department of Munitions and Supply, Ottawa, and his chief assistant, George Jamieson, are taking part in just such quiz programmes.

The supreme strategy requires that best possible use be made of the productive capacities and abilities of the two countries. Canada has always been dependent on the United States for much of its industrial equipment, many of its essential materials and a substantial share of the capital invested in its production machinery. On the other hand, the United States gets many important materials from Canada.

First Things First

To assure that some logical order existed in use of available materials and productive ability—to make certain that non-essential civilian needs did not get abundance while war industries starved—a complicated system of priorities was established.

Canada has also had its own priorities system under R. C. Berkinshaw as director-general of priorities and chairman of the Wartime Industries Control Board. For some time, the United States system has also been extended to Canadian manufacturers who require equipment or materials from that country.

Differing Policies

There is a fundamental difference between Canada's system and that in the United States.

Prime reason for the difference in policy has its roots in the very great difference in the size of the jobs to be controlled. Where the Canadian controller of chemicals may perhaps have 10 companies to deal with in controlling distribution and production of a particular chemical product, his counterpart in the United States may have to deal with 500 companies. When the number concerned is few, it is feasible to call all representatives to a meeting, or perhaps hold a telephone conference, and make necessary arrangements. It is not nearly so easy when the numbers to be handled run into the hundreds.

Thus the prime interest of Canadian manufacturers in priorities these days lies in the procedure to be followed in buying materials or equipment from the United States. When a Canadian manufacturer wants to buy something from a U. S. supplier he is under exactly the same regulations as regards priorities as a company in the United States would be. If he has no priority rating, he just does not get the goods. Even if he has a priority rating and it is not high enough in the graduated scale, he is not likely to get his goods.

First of the five methods used to grant priority ratings by U. S. authorities, and which were available for Canadians, was known as PD-5. Priority ratings granted under PD-5 were for war materials and gave Canadian manufacturers exactly the same status as U. S. manufacturers in the same category.

This PD-5 form has been superseded by PD-3-A which is still used to get priority rating for materials needed to complete direct war orders.

Second method used a form known as PD-1-A. It was used when no other procedure was available. It required the applicant to state his case—to tell what he wanted and what he planned to use it for. It required complete enough information to permit Washington authorities to get a picture of what the applicant manufacturer's real position was in order that his orders could be rated according to the master plan for defense strategy.

Blanket Ratings

Third step used is what is known as "Preference Rating Orders," designed to handle special difficulties and situations. Applications granted under this procedure gave blanket ratings for special industries and businesses. For example, P-56 gives blanket preference rating to base metal mines; P-47 gives similar treatment to commercial airlines.

Best known, and most widely used of the "Preference Rating Orders" is P-100. This assigns what is termed an A-10 priority rating to a wide range of industries and materials. In particular it is used to get rating for maintenance repairs and operating supplies, both of which are carefully defined in the regulations. This A-10 priority rating given under the P-100 applications is just about the lowest rating which can be expected to produce the materials needed; sometimes it fails and more urgent methods are required.

Fourth of the methods developed at Washington was a system of preference ratings for building projects, better known as P-orders. They are used where a project such as a shell manufacturing plant requires steel from the United States to complete its construction. To use this preference rating system, it is necessary to "present a case."

PRP is Latest

Fifth, and most important, of these priority methods is the most recent which has already been mentioned. The "Production Requirements Plan," or PRP, is on a different basis than the others. It is available for manufacturers of all kinds and they are urged to use this method wherever possible.

Its major advantage—a very real one under prevailing conditions—is that it permits the gathering of a complete picture of the material requirements of the whole country for three months in advance. It gives inventory positions and gives the essential basis for long range planning of war and civilian production.

PRP is a production control system. It tells where all the materials are and where they are going. In making application, manufacturers are required to estimate their needs three months in advance, an essential factor in effective over-all planning. The objective is to get the entire U. S. and Canadian industry operating under PRP by July.

Four Applications Annually

The plan assigns a rating to each company making application. It only needs four applications per year, instead of one for each order. The only exception to its use is for new capital equipment. It permits maintenance of normal inventories at all times and eliminates the unfair and unsound condition so often found where one company may have a year's supply of materials and his competitor have only two weeks' supply.

Canadian manufacturers using the PRP system are urged always to send a supplementary letter of explanation with their application. The form is long and complicated. It requires most complete information as to what is wanted, how much is on hand and the "end use," or what is going to be made from the materials requested.

Sometimes Canadian manufacturers may be unable to answer all the questions, due perhaps to differing conditions. But they are urged always to explain why any questions are unanswered. Some may wonder why, for example, they should specify in requesting priority rating on steel plates, how much of each width of steel plate they want. What this manufacturer may not know, however, is that whereas there may be only four manufacturers of steel plates above 48 in. in width, there may be 50 firms able to supply plates under this width.

Detail Supply Sources

Further evidence of interdependence is the requirement that sources of supply, both in Canada and the United States, must be given. It is essential to have a clear picture of the entire manufacturing requirements. To give this, both Canadian and United States sources of supply are necessary.

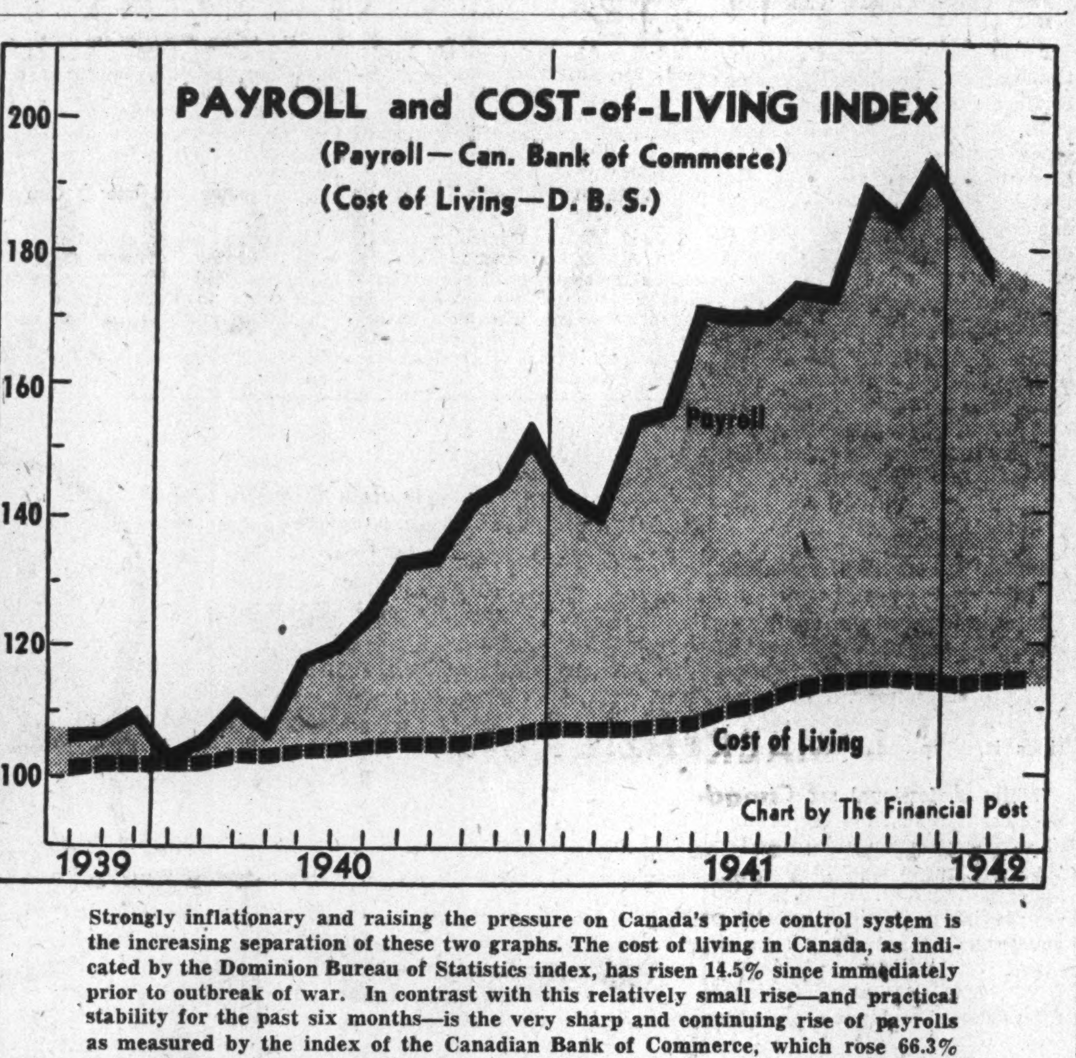
PRP is available for manufacturers or producers only. It cannot be used by a wholesaler or jobber for his own requirements. As its name indicates, it is a plan to assure "First things First" in production, not distribution. Copies of all orders must be sent to Ottawa. Where the ultimate user of the material has been granted a preference rating, this rating can be "extended" by the manufacturer to the jobber who may be supplying his needs.

Ottawa's Job

Ottawa's function in this maze of orders and forms is to interpret U. S. regulations. Actual ratings are assigned in Washington. How necessary this job of interpretation may be is indicated from the fact that there have been approximately 122 of the P-orders to date, 732 PD forms, 110 Material Conservation Orders and about 70 Limitation orders.

This function of interpretation is growing in importance. In one week as many as 7,000 applications for U. S. priority ratings were handled. Hundreds of applications were held up because they were incorrectly completed. Mistakes may cause stoppage of a whole war industry.

To help Canadian manufacturers in this task, regional offices are being established in main industrial centres of Canada. Two have already been opened, in Vancouver and Toronto, and a third is to be opened soon in Halifax.



Strongly inflationary and raising the pressure on Canada's price control system is the increasing separation of these two graphs. The cost of living in Canada, as indicated by the Dominion Bureau of Statistics index, has risen 14.5% since immediately prior to outbreak of war. In contrast with this relatively small rise—and practical stability for the past six months—is the very sharp and continuing rise of payrolls as measured by the index of the Canadian Bank of Commerce, which rose 66.3% in the same period. At the year-end peak, payrolls were 80% above October, 1939. This fact dramatizes the job which price control in this country is attempting. This increased payroll income—the most spendable kind of income—is rolling up higher and higher. Allowed to operate freely its impact on our wartime economy would be very serious. Fortunately war loans, war savings certificates and other war policies have drained off at least $1 billion of this "spendable" surplus.

Trends

IN INVESTMENT

Canada's industrial output seems likely to peak sometime this summer. This condition has been suggested by official announcements and seems to be confirmed by much publicity given to growing labor shortages, particularly in skilled and highly trained lines. Most of the new war plants built since Sept., 1939, are now in production or nearing that stage. This does not mean that further output gains will not take place, but the physical room for enlargement is becoming less.

For company earnings, this fact has significance. It suggests that opportunities for gain in net profits will be limited, particularly when it is remembered that taxes are so designed to take off by far the major share of any gains in operating earnings. The converse is, however, that earnings should be pretty well maintained at last year's level with the exception of lines particularly hard hit by necessary restrictions and material shortages.

* * *

Canadian investors are still somewhat puzzled by the workings of the withholding tax agreement between Canada and the United States. They find it difficult to understand why dividends coming from the United States still have a tax deducted at the source at the 27½% rate when the new agreement calls for 15%, retroactive to Jan. 1, 1941.

As already pointed out in The Financial Post, the agreement needs to be ratified by the U. S. Senate and until this ratification is completed, deductions at the source of United States dividends and interest coming to Canadians will continue to be made at 27½%. Canadians will be eligible for a refund of any over-deduction, without the necessity of making application on their own part. There is no need to be disturbed because 27½% rate is still deducted as adjustment will be made in due course.

* * *

Oil stocks appear to be coming in for increasing favor on the part of shrewd investors in the United States. Emphasis is chiefly on those companies which are mainly producers of crude oil or control substantial sources of crude oil production. Among those favored is International Petroleum, a stock also widely favored by Canadians.

During wartime, oil products are of course of tremendous importance and for the future, there are the new uses which are being developed. Examples are the intensive use of petroleum in making synthetic rubber and the recent development of a new plastic of alcohol combined with coal tar acid, regarded as one of the most important advances in the plastic field for a number of years.

Market Opinions

Close followers of stock market action are still unable to find convincing evidence of an immediate change in trend although continuing confident that reversal of long downtrend can be expected eventually.

Barron's, N.Y. (The Trader)—With business booming and forward orders at a record high, which, incidentally tops by 50% the figure prevailing when stocks were at the Sept. 12, 1939, peak, non-confiscatory taxes would radically change the outlook for equity earnings and dividends. Unless the United States, under the cloak of wartime controls, is headed toward socialism, stocks at current quotations are highly appealing long-term investments.

* * *

Barron's, N.Y.—(The Dow Theorist) — New lows in the Dow-Jones industrial and railroad average last week effectively reconfirmed the primary trend of the stock market as down. Each reconfirmation of a primary trend has less importance than the one which has preceded it. After the market has been going down for more than two years—in the present instance since Sept., 1939—new lows are hardly to be depended on for long-term investment planning. Rather do they suggest the advisability of preparing for buying opportunities.

Caldwell Linen Mills shares have been listed on the Toronto Stock Exchange under ticker abbreviation CAL. Transfer agent and registrar is the Royal Trust Co., Toronto and Montreal.

Montreal Tramways Company's old general and refunding mortgage bonds have been taken from the list of the Montreal Stock Exchange. They have been replaced with the new general mortgage bonds to an amount of $26,047,400.

Significant Investors' Index Numbers

No. of Securities	Mach. and equip. 8	Pulp and paper 7	Milling 3	Oils 4	Textiles and clothing 10	Food and allied prod. 12	Beverages 7	Bldg. mater. 15	Power and traction 15	Banks 8	Total utilities 19	Total co's. 95
(Base 1935-39=100)												
1929-41:*												
High	345.7	564.5	322.3	212.5	168.2	123.2	163.1	202.1	297.5	160.9	329.3	186.5
Low	68.5	49.8	63.4	46.5	76.0	76.9	67.0	71.2	60.3	84.6	65.2	63.9
1942: Monthly Figures:												
Jan.	74.3	71.9	74.5	45.9	112.8	88.7	99.2	75.1	64.4	91.1	70.4	66.8
Feb.	73.4	69.3	69.7	43.6	108.7	85.5	96.3	73.9	62.1	91.1	67.7	64.7
Mar.	69.7	66.1	70.9	41.2	104.3	75.8	92.8	74.0	62.0	89.4	67.5	62.3
1942: Weekly Figures:												
Apr. 2 ...	69.9	65.3	69.3	41.3	103.3	72.6	93.3	75.0	61.6	88.9	67.2	62.0
Apr. 9 ...	69.4	65.3	69.6	42.1	100.9	73.4	94.7	75.1	61.6	88.9	67.6	62.0
Apr. 16 ...	70.4	63.2	69.6	41.0	101.6	72.5	93.1	72.8	60.0	88.7	65.9	60.6

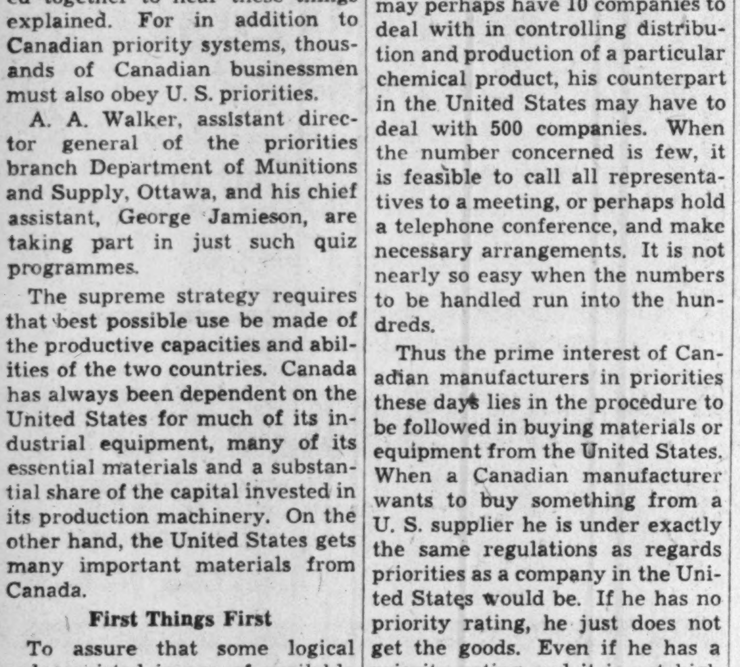
*High and low for years from 1929 to 1941 inclusive are based on weekly figures issued by Dominion Bureau of Statistics. For 1929 to 1938 inclusive the base is 1926=100; for 1939 and subsequent years the base is 1935-39=100.

Toronto Stock Exchange Index

	20 Indust.	20 Golds	10 B.M.	15 W.O.
Apr. 21	80.81	61.82	61.62	16.38
Apr. 20	80.58	61.73	61.65	16.36
Apr. 18	80.36	61.56	61.38	16.31
Apr. 17	80.36	61.56	61.38	16.31
Apr. 16	80.63	61.42	61.44	16.29
Apr. 15	80.99	62.07	61.63	16.44
Month ago ...	81.65	64.79	63.45	16.62
Year ago	90.18	98.58	62.24	18.02
High 1942	93.50	83.71	71.01	18.86
Low 1942	80.36	61.42	61.38	16.01

Montreal Stock Exchange Averages

	10 Util.	20 Ind.	30 Chd.	10 Pprs.	15 Golds
Apr. 21	40.3	55.2	50.2	58.10	37.27
Apr. 20	40.1	55.0	50.0	58.68	37.02
Apr. 18	40.2	55.3	50.2	58.89	37.19
Apr. 17	40.4	55.3	50.3	58.98	37.07
Apr. 16	40.2	55.4	50.3	58.80	37.07
Apr. 15	40.2	55.7	50.5	58.95	37.60
Month ago .	41.5	56.1	51.2	65.47	39.90
Year ago ..	45.3	55.7	52.2	62.06	74.91
High 1942 ..	43.6	60.5	54.7	77.18	54.82
Low 1942 ..	40.1	55.0	50.0	58.03	37.02



It's Economical!

Poster Advertising is so visible, so big, and rolls up by repetition such a powerful cumulative impression on the minds of people that many think it must be expensive to use.

But Poster Advertising is NOT expensive. It is within the reach of nearly every advertising budget. You can buy a Poster showing in any of our largest cities for as little as $6.10 per day; in small town markets for less than 29c per day.

POSTER ADVERTISING ASSOCIATION OF CANADA
80 Richmond Street W., Toronto

Save Now and Benefit Later

Every extra dollar you save to invest in more Victory Bonds accomplishes two vital objectives.

It helps to provide money that Canada so urgently requires for war purposes. It will also build up for you an after-the-war reserve.

We will gladly fill your order for Victory Bonds. Write or telephone.

36 King Street West
Toronto
Telephone: ELgin 4321

Wood, Gundy & Company
Limited

GESTETNER SERVES
IN WAR-AS IN PEACE

IN peacetime, Gestetner, the All-British duplicator, successfully served business organisations of every kind.

Since the war began, Gestetner's field of service has expanded enormously.

Gestetners are now "on active service" with the Army, Navy and Air Force . . . in all types of industry responsible for the production of war materials . . . in fact, in every activity connected with the prosecution of the war throughout the world.

While the Gestetner was designed primarily for peacetime needs, we take pride in the fact that it is so effectively meeting the exacting demands of a World at War.

"CALL IN A G-MAN"

D. GESTETNER
(CANADA) LIMITED
117 King St. W., Toronto
Factory Branches in All Leading Cities

Livingston Stokers, No. 10 Elementary Flying Training School, Mount Hope, Ont.

Livingston STOKERS

These stokers are playing an important part in fuel conservation as their contribution to Canada's war-winning.

The dollar conservation in using stoker coal instead of higher cost coal increases Canada's dollar reserve.

To these factors are added the high mechanical efficiency and long life of the Livingston. These provide the reasons why the Livingston stoker is Canada's choice for Canada's needs.

INDUSTRIAL •
• DOMESTIC
Completely Canadian

LIVINGSTON STOKER SALES CO.
Hamilton, Ont. Toronto: 1187 Bay St.

Want to Get Canadians Saving $100 Millions Per Month

By STAFF WRITER

OTTAWA.—Plans for increasing to approximately $100 millions a month, the amount of individual savings being invested by Canadians in Victory Bonds, War Savings Certificates and War Savings Stamps, were outlined here by George W. Spinney, chairman of the National War Finance Committee.

This is the goal he placed before members of the committee when they met to formulate plans and policies for a year-round, integrated effort.

If it were reached, it would virtually double the amount of individual savings which have been invested in the war effort in the last 12 months by Canadians.

To achieve this objective, Mr. Spinney announced a three-point programme:

(a) Canada will continue large, periodical "blitz" drives for Victory Loans.

(b) In between these campaigns, Victory Loan bonds of $50 and $100 denominations will be made available to the public "over the counter."

(c) At the same time new impetus will be given to the sale of War Savings Certificates and War Savings Stamps. Certificates are to be made available for sale over the counter in banks and other places of business and a systematic selling of war stamps will be pressed throughout the Dominion.

Aim is to tap all sources of income systematically—employees, business and professional men, salaried officials, those in receipt of investment income, and so on.

Must Double Savings

Mr. Spinney reported that in order to meet the borrowing requirements of the government, Canadians would need to double or more than double the amount of current savings at present being invested in Victory Loans, War Savings Certificates and War Savings Stamps.

The amount invested by individuals in this way in the past 12 months is placed at $600 to $700 millions. In addition, corporations contributed almost a billion dollars.

Combined total for both individual and corporation subscriptions in the current fiscal year would reach well over $2 billion dollars, were the objective achieved.

New Committee

A nation-wide committee of 57 members representing previous Victory Loan organizations, the original War Savings organization, banks, trust, loan and insurance companies, labor, women of Canada and others, has been named to direct the new programme. There is a smaller executive committee to work directly with Mr. Spinney, consisting of the provincial chairmen of National War Finance Committee.

Bond
MARKETS

Sterling-payment bonds involved in the recent repatriation move between Canada and the United Kingdom, where held by Canadians, can be sold to the Dominion at the Canadian dollar equivalent of prices paid to British holders. Since the holders of these Dominion and guaranteed issued had their securities requisitioned in Britain under the order announced Jan. 26 last, they have to a certain extent been orphan bonds in this country. This applies particularly to those payable in sterling only and not to the same extent to those with Canadian pay options. Because they were sterling issues, it was a kind of distress market with the seller having to take what he could get.

Thus, it is understood there is advantage to Canadian holders of these sterling pay bonds in accepting the Dominion offer to sell at last January's fixed price. In the case of some with optional payment features, the immediate advantage may not be great.

Canadians wishing to sell Dominion bonds under this offer should communicate with the Bank of Canada, Ottawa, and for C.N.R. issues with the registrar, C.N.R., Montreal.

It is also announced that all Grand Trunk Railway 4% guaranteed stock outstanding is being redeemed Nov. 1, 1942.

The sterling issues involved in the purchase offer are:

Dominion of Canada, 2½%, 1960;
Canadian National Railways, 2% stock;
Canadian North. Alta. Rlwy. 3½%, 1960;
Canadian North. Ont. Rlwy., 3½%, 1961;
Canadian Northern Railway, 3½%, 1958;
Canadian Northern Railway, 3%, 1953;
Grand Trunk, 5%, perpetual;
Great Western, 5%, perpetual;
Northern Railway, 4%, perpetual;
Canada Atlantic, 4%, 1955;
Canadian North. Pacific, 4% & 4½%, 1950;
Canadian North Western 4½%, 1943;
Grand Trunk Pacific, 4%, 1955;
Grand Trunk Western, 4%, 1950;
St. John and Quebec, 4%, 1962;
Candn. North. Ont. Rlwy., 4%, perpetual;
Candn. North. Que. Rlwy., 4%, perpetual;
Canadian Natl. Railways, 4%, perpetual;
Quebec & Lake St. John, 4%, perpetual;
Northern Railway, 6%, 3rd preference;
Wellington, Grey & Bruce, 7%.

* * *

Abitibi 5% bonds have given a satisfactory performance for investors over the past year. Bondholders have just received payment of another 10% on the principal, following 13% paid Oct. 15 last. A year ago these bonds were quoted at 60 to 63. Today they are quoted at 62 to 64 after allowing for the April 15 payment.

Thus the market still considers Abitibi bonds worth a little more now than they were a year after 23% has been repaid on the principal. Partly accounting for this is continued accumulation of interest at the 5% rate. It seems reasonable to expect further principal repayments this year if prospects for a final reorganization of the company do not develop faster than they are at present.

Steel of Canada Sales Higher

From Our Own Correspondent

MONTREAL.—Steel Co. of Canada's production records are only limited by the available supply of basic steel, according to a statement made at the annual meeting by Ross H. McMaster, president. Sales and value, for the first quarter of 1942, compared with the same period of 1941, increased 33%.

Shipments for March were the highest for this month in the history of the company. This was possible, said Mr. McMaster, because new plant facilities were completed late in 1941.

Preference to Plate

He said in the assignment of steel, preference is given to the plate mills. As a consequence, tonnage available for other needs has been curtailed. Mr. McMaster said that the unused potential capacity for other rolled products makes it a question "of national urgency whether a further increase in steel production should not be considered in order to meet the insatiable demands of the war effort."

Mr. McMaster said that, having regard to the total cost and length of time required, expansion of existing facilities will show a substantial saving compared with any alternative scheme.

In order to improve the dispatch of loaded lake vessels carrying ore and coal, Mr. McMaster reported that a third unloading base is being installed at the company's docks, and will likely be operating by the end of June.

He also reported that owing to the restrictions in the use of tin, the substitution of bonderized plate, a chemically treated product, in place of tinplate, has required the purchase of new equipment.

Treasury Bills

A slightly lower cost basis is reported for the latest sale of $45 millions of Dominion of Canada treasury bills. Dated April 1, to mature July 17, the bills brought an average of 99.86452, or a cost basis of 0.544%. Previous issue cost the Dominion 0.55%.

Company Reports

Paramount Kitchener

Paramount Kitchener Theatres Ltd., Famous Players Canadian Corp. affiliate, reports net profits for 1941 equivalent to $3.99 a share on its 7% cumulative preferred $3.91 a share in 1940. Dividends paid for each year were $5 a share, leaving arrears from March 31, 1931.

Income and Surplus Account
Years Ended Dec. 31

	1941 $	1940 $
Total earnings	18,123	13,238
Less: Depreciation	3,765	3,724
Income & E. P. taxes	8,046	3,330
Net profit	6,313	6,184
Less: Pref. divds.	7,895	7,895
Deficit for year	1,582	1,711
Add: Prev. surplus	8,001	9,712
Profit on bonds	5	......
Earned surp. forward	6,424	8,001
Earned per share:		
Preferred	$3.99	$3.91
Paid	5.00	5.00

Working Capital

	$	$
Current assets	16,389	9,473
Current liabilities	8,241	3,512
Working capital	8,148	5,961

Allens St. Catharines

Allens St. Catharines Theatre Ltd., affiliate of Famous Players Canadian Corp., reports net profit for 1941 equivalent to $4.68 a share on its 7% preference stock, against $4.28 a share in 1940. Dividends paid for 1941 were $4 a share, leaving arrears from July, 1933, less $4 a share.

Income and Surplus Account
Years Ended Dec. 31

	1941 $	1940 $
Total earnings	7,322	7,498
Less: Depreciation	2,468	2,412
Income & E. P. taxes	873	1,087
Net profit	3,981	3,640
Less: Pref. divds.	3,400	3,825
Surplus for year	581	*185
Less: Prev. deficit	20,786	20,601
Deficit forward	20,205	20,786

*Deficit.

Earned per share:		
Preferred	$4.68	$4.28
Paid	4.00	4.50
Working capital	9,372	6,322

Medalta Potteries

Medalta Potteries Ltd., Medicine Hat, Alta., reports net profit of $6,946 in 1941. Deficit on the balance sheet as at Dec. 31, 1941, has been reduced to $1,302 after providing $6,250 for debenture redemption. There were $155,900 of the 6% non-cumulative debentures, due 1963, outstanding at the end of 1941.

Income and Surplus Account
Year Ended Dec. 31, 1941

	$
Total earnings	41,422
Less: Depreciation	14,721
Interest	9,354
Income and E. P. taxes	10,000
Depletion	400
Surplus for year	6,946
Less: Previous deficit	1,998
Approp. for deb. red.	6,250
Deficit forward	1,302
Working capital	46,400

Allens Kingston

Allens Kingston Theatre Ltd., affiliate of Famous Players Canadian Corp., reports net profits for 1941 equivalent to $5.66 a share on its 8% preferred stock compared with $6.82 a share in 1940. Preference shares are in arrears from April 1, 1932, less 6¾% paid on subsequent arrears.

Income and Surplus Account
Years Ended Dec. 31

	1941 $	1940 $
Total earnings	20,933	22,186
Less: Depreciation	4,928	4,874
Income & E. P. taxes	6,383	6,059
Net profit	9,622	11,253
Less: Pref. divds.	13,175	13,175
Deficit for year	3,553	1,922
Add: Prev. surplus	19,611	21,533
Earned surp. forward	16,058	19,611
Earned per share:		
Preferred	$5.66	$6.62
Paid	7.75	7.75
Working capital	53,463	52,088

Allens London

Allens London Theatre Ltd., Famous Players Canadian Corp. affiliate, reports $3.14 a share earned on its 8% preferred stock in 1941 compared with $2.93 a share in 1940. Payment of $5 a share in dividends left arrears from Mar. 31, 1931, less the $5 paid last year.

Income and Surplus Account
Years Ended Dec. 31

	1941 $	1940 $
Total earnings	11,376	11,251
Depreciation	6,585	7,124
Income & E. P. taxes	556	756
Renov. & rep. w/o	617	......
Net profit	3,618	3,371
Less: Pref. divds.	5,750	5,750
Deficit for year	2,132	2,379
Add: Prev. deficit	53,738	51,359
Deficit forward	55,870	53,738
Earned per share:		
Preferred	$3.14	$2.93
Paid	5.00	5.00
Working capital	13,436	10,223

Strand Hamilton

Strand Hamilton Theatre Ltd., controlled by Famous Players Canadian Corp., reports lower gross and net profits for 1941 than in 1940. Dividends paid in each of the past two years have totalled $12 a share, or payments for 1½ years, leaving no arrears at the end of 1941.

Income and Surplus Account
Years Ended Dec. 31

	1941 $	1940 $
Total earnings	10,249	13,161
Less: Depreciation	3,394	3,549
Income & E. P. taxes	2,742	3,364
Net profit	4,113	6,248
Less: Pref. divds.	9,000	9,000
Deficit for year	4,887	2,752
Add: Prev. surplus	36,995	39,747
Profit on assets	79	......
Earned surp. forward	32,187	36,995
Earned per share:		
Preferred	$5.35	$8.33
Paid	12.00	12.00
Working capital	54,632	57,015

United Securities Defers Interest

Loss of Mont. Tramway Income Makes Step Necessary

From Our Own Correspondent

MONTREAL.—In line with expectations, United Securities Ltd., jointly controlled by Shawinigan Water and Power Co. and Montreal Light Heat and Power Cons., has announced deferment of bond interest and sinking fund payments due on May 1 next in respect to all outstanding bonds. At present there are $3,351,500 of collateral trust bonds in the hands of the public.

Revenue position of the company has been sharply affected by the deferment of dividends by Montreal Tramways Co., in which United Securities holds controlling interest in the capital stock.

Income Off Sharply

United Securities' financial statement for the year ended March 31, 1942, shows gross revenue of $133,608. This compares with $311,095 the year before. After expenses, etc., there was a deficit of $114,275 compared with surplus in the 1941 fiscal year of $53,945.

At the end of last March investments of the company had a book value of $9,125,006, largely represented by holdings of Montreal Tramways common stock. The market value of the portfolio was $2,592,310. At the close of the previous fiscal year investments had a book value of $9,214,740 and a market value of $3,280,198. In addition to investments the company has cash on hand of $47,373 and call loans of $90,000, contrasted with $151,553 and $100,000, respectively, a year ago.

In the balance sheet, funded debt is shown at $4,025,500, as against $4,143,500 the previous year. On the bonded debt now outstanding, the company holds $674,000 par value.

Plan is Expected

The company has two months' grace under the terms of the trust deed before there is an actual default on the bonds. It is anticipated that a scheme or arrangement will be submitted to the bondholders shortly.

Manitoba Power Com. Reaches All-time Peak

Manitoba's provincially owned Power Commission reports new peaks in revenues, customers and towns served, assets and reserves in the year ended Nov. 30, 1941. The result is the largest net profit in the commission's history.

Herbert Cottingham, chairman, states that a portion of these gains were not due to normal growth but to serving airfields and military training camps and to increased population and activities in the cities and towns adjacent to these services.

Reserves are now equivalent to 45% of the commission's physical properties. Investments in replacement and sinking fund reserves at Nov. 30 last included: Dominion of Canada bonds, $1.2 million; Manitoba bonds, $1.1 million; plant $492,306.

Extensions to the services and facilities last year were confined to additions required to serve airfields, military establishments, and work financed by the Dominion Government. Electrical energy distributed increased 33.11% over 1940. Sales of gas increased 2.15% and of steam heat 12.37%. The gas and steam utility serves the city of Brandon.

Number of customers served at Nov. 30, last was 18,479 compared with 17,509 a year earlier. Practically all of the electricity distributed is purchased and the total of electricity generated and purchased in 1941 was 49.4 million k.w.h. against 37.1 million k.w.h. in 1940. There were 151 cities, towns and villages served at the year-end, a gain of ten from the previous year.

Income and Surplus Account
Years Ended Nov. 30

	1941 $	1940 $
Operating revenue	1,320,659	1,115,098
Add: Other income	215,645	206,944
Total earnings	1,536,304	1,322,042
Less: Oper. expenses	697,912	559,045
Depreciation	186,633	206,784
Interest & sink. fund	259,194	277,277
Amort. assets	3,878	3,924
Net profit	224,986	139,946
Less appropriations:		
Addit. depreciation	60,258	60,000
Rate stabilization	80,000	20,000
Contingencies	60,000	30,000
Bad debts	10,000	15,000
Surplus for year	14,728	14,946
Add: Prev. surplus	24,689	16,470
Adjustments (net)	11,270	......
Less: Adjusts. (net)	......	6,727
Earned surplus fwd.	50,667	24,689

Quebec's Sales Tax Big Income Source

From Our Own Correspondent

MONTREAL. — Quebec's sales tax produced a revenue of $11,999,899 during the 1941-42 fiscal year, according to Hon. J. A. Mathewson, provincial treasurer. The year before, the province collected $6,457,905 from the same source. Administrative costs of Quebec sales tax during the two financial periods amounted to $200,932.

On the Record

Burlap is under strict control; manufacturers limited to 75% of quantities used in 1941. Imports must be reported to the Cotton Administrator and exports subject to permit from the Dept. of Trade and Commerce.

Coal and coke consumers strongly urged by Coal Administrator to take delivery now for next fall and winter.

Telephone services will be controlled and regulated by the Administrator of Services to ensure telephone service for essential purposes. Effective April 8.

J. V. Scrivener named head of sub-regional office of the W.P.T.B. in Prince Rupert.

W. Grey Masson appointed head of the Ottawa sub-office of the W.P.T.B. to serve in the city and the county of Carlton.

40 miles an hour is the new speed limit to be enforced throughout Canada from May 1.

H. Nolan Macpherson appointed regional representative, Wartime Bureau of Technical Personnel in the Vancouver area.

Nine types of guns and 11 types of carriages or mountings are being produced in Canada. Eleven Canadian plants have made their first shipment of larger guns, small arms or mountings since the beginning of the year.

Civilian trap and skeet shooting and the use of small arms ammunition at all fairs and exhibitions and in all commercial shooting galleries is prohibited.

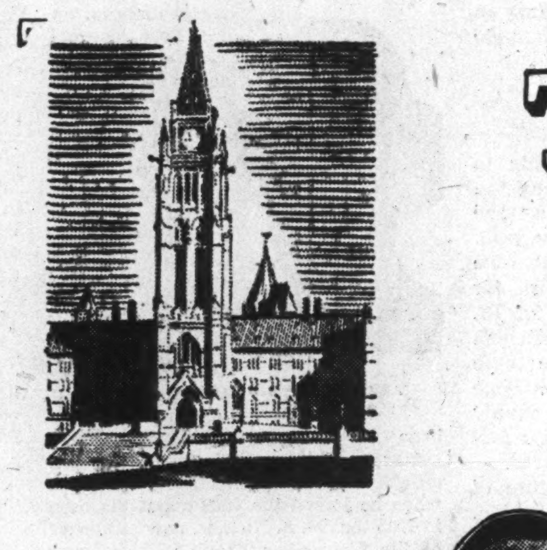
Stove production will be further curtailed from April 15 and all stoves manufactured after present stocks of parts are exhausted will have to conform to rigid wartime specifications. (M. & S. No. 813).

Wheat to be used as base of industrial alcohol by all major distillers to relieve the shortage of molasses. It is estimated that between two and three million bushels of wheat will be required each year. (M. & S. No. 815).

12 more low pressure chambers for student airmen have been purchased. These pressure chambers simulate conditions at high altitudes and are used primarily to determine the reactions of men and equipment under these conditions.

BANK DIRECTOR

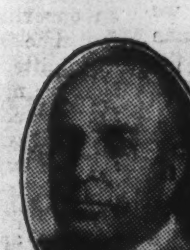
S. G. Blaylock, president and managing director of Consolidated Mining and Smelting Co. of Canada, has been elected a director of the Bank of Montreal.



THE PLEBISCITE

AS I SEE IT...

The scheduled appearance of this "As I See It" has been advanced to bring you these timely messages from the Prime Minister and the Leader of the Opposition. The next in this series will appear on May 13th.



By the Rt. Hon. W. L. MACKENZIE KING
Prime Minister of Canada

The pledge from which the present government is asking to be freed is not related to any ordinary day-to-day matter of policy. It is a pledge which was made specifically in relation to the conduct of the present war. It is a pledge which was given, by government and opposition alike, before and since the outbreak of the war, and to which, at the time it was made, no political party took exception. The present House of Commons was returned in the light of that pledge.

The pledge not to impose conscription for service overseas was given in order to maintain the unity of Canada. Without this assurance, I do not believe that parliament would have given, as it did, prompt and wholehearted approval to Canada's entry into the war. It was the trust of the people in the pledged word of the government which then maintained our national unity.

We must never lose sight of the importance of national unity. National unity is, I believe, more essential to the success of the war effort of any country than most other factors combined. "Every kingdom divided against itself is brought to desolation, and a house divided against a house falleth".

The issue at present is not conscription; it is whether or not the government, subject to its responsibility to parliament, is to be free to decide that question itself in the light of all national considerations. The government is not asking you to say whether or not conscription should be adopted. That responsibility the government is asking you to leave to itself and to parliament, with entire freedom to decide the question on its merits.

A part of our forces should be kept in Canada to protect us against attack; a part of our forces should be sent overseas to help defeat the enemy and thus prevent him from attacking Canada. Both tasks are equally essential to our safety. Anyone who tells you that only one of these tasks is necessary is deceiving you. Unless we continue to do all we can to help others, we shall have no right to expect them to do all they can to help us. Until the present tide of conquest is turned into overwhelming defeat for the enemy, no country — and assuredly not Canada — can consider itself secure.

Here surely is the most powerful of reasons why every effort should be made, as it is being made, alike by the United States and Canada, to help the other united nations to engage the enemy and try to defeat him where he is to be found to-day. We cannot defend our country and save our homes and families by waiting at home for the enemy to attack us. Every country that has stood behind its own defences in this war has sooner or later been attacked. To remain on the defensive is the surest way to bring the war to Canada.

Aggression has followed aggression with such speed in so many parts of the world that no one can now predict what new areas the war may reach next year, next month or next week. Danger threatens us from the east and from the west. It is in the face of this peril that for the defence of our freedom and of our country, the government asks you to give it a free hand.

W. L. Mackenzie King

PRIME MINISTER OF CANADA

By the Hon. R. B. HANSON
Leader of the Opposition

The fact which confronts us *now* is that the Plebiscite is to be held. As a law-abiding citizen, I accept — as I ask you to accept — the accomplished position. Whether we like the procedure of the Plebiscite or not, we are faced *now* with only *one* duty: to answer one question, "YES" or "NO".

How can total war be waged if there is any territorial limitation upon the disposition of our Armed Forces? Is it not a first principle of military strategy that the enemy should be sought out and defeated before he reaches our own shores? Is it not in our own interest that the enemy should be defeated as far away as possible from our own shores? Either we strengthen our Allies of the United Nations who are in the front firing line *today*, or, we shall become the battleground of *tomorrow*.

I do believe that the best defence of Canada lies on the English Channel, in Russia, in the deserts of Libya, in the Near East, in Australia, and on the Islands of the South Pacific — in a word, wherever the enemy may be found.

It would be folly for me to forecast where the best place to defend Canada will be in six months time. I do not know. Even our military experts do not know. But what I do know is, that, if it becomes evident that the best place to defend Canada is in Australia, in Libya, in Russia, or even in Alaska, there should be no restriction which would prevent our Government and our Parliament from sending our Forces wherever our best defence lies.

Our duty is clear. Mr. King and his Government must be released from any restrictions, legal or moral, with respect to the service of our manpower at this most critical juncture.

To vote "YES" is not to vote for any political Party. Let me emphasize that. This Plebiscite has no relationship to the fortunes of the Liberal Party, or the Conservative Party, or any other Party. To vote "YES", is simply to ensure that the Government will not be paralyzed and shackled by dangerous and unwise restrictions upon the use of our manpower.

To vote "YES" is . . . to vote confidence in the ability and the urgent necessity of Canada as a nation to play her full part in the conquest of the forces of evil.

The fate of the Government is not at stake, but the fate of Canada may be. If the Plebiscite fails to show a majority, and a substantial majority, then God help Canada — anything may happen, or, worse still, nothing may happen, at least until disaster is upon us.

The necessity of the hour requires us to unite in this Country from coast to coast, in a common purpose, regardless of what the consequence may be to any political party. And let us never forget that the common purpose in which we must unite is not for the survival of a political party; it is for our own survival, for the survival of our homes, our people, and our right to choose a political party — for the survival of this nation.

There is only one course for us, the sovereign people of Canada, to pursue at this time. We *can*, if we *will*, give the Government moral freedom to wage total war — it has the legal right now. Let us remove every obstacle and fetter on Monday next.

R. B. Hanson

LEADER OF THE OPPOSITION

This space is donated to Canada's United War Effort by the Hull Iron & Steel Foundries Limited

The Editorial Page . .

Are Subsidies Inflationary?

The price ceiling plan is intended to curb inflation. There are economists and business men who hold the view that the payment of huge subsidies, in order to keep down the cost of living, is inflationary. It pours, they argue, large sums into the stream of public buying power when the aim of government policy should be to restrict the public's ability to buy, particularly its ability to buy things that can be done without in wartime. They argue, too, that keeping prices down — again, particularly prices of non-essentials—at a time when payrolls are swollen, is a sure-fire encouragement to the "buying spree" which the government is so desirous of avoiding.

There are "57 varieties" of inflation and the public usually mixes up several of them in any single discussion. But the view presented is one worthy of consideration.

Here is, no doubt, the answer that government economists would give, if the problem were put to them:

1. That any inflationary influence in the subsidies is offset by the fact that the money to pay them is taken right out of the public's buying power, either in taxes or loans. Thus the net effect is neither to increase nor decrease the total income of the people; it merely redistributes it.

2. That the real inflation we are seeking to guard against is a run-away rise in prices; and it is worth paying a substantial sum in taxes to achieve this control.

Merge U. S.-Canada Air Training

Following his visit to Washington, last week, Prime Minister King has announced probability of a merging of the various air training programmes under way in Canada and the United States. This would seem like a logical and sensible move.

No matter whether air power alone will be sufficient to turn the scales in favor of the United Nations, all military strategists agree that an abundant and steady flow of trained air crews is essential for victory. The Empire Air Training Plan has done an amazingly good job in developing the machinery for turning out those crews in Canada. It has furnished a huge supply already but it is becoming increasingly doubtful whether it can keep it up on the present flow of the basic raw material—men of the right age and education.

The American magazine Fortune is dubious.

In a sober survey of the whole plan various doubts are advanced and as a solution it is suggested that the U. S. and Empire training facilities be integrated. As the Fortune writer sees it, we have the machinery but are growing short of man power—the United States has an abundance of the highest quality of man power, but is seriously lacking in immediate training machinery.

Strongest argument for the merger would be the possible saving in time, a commodity which the United Nations have an alarmingly limited supply. If it would result in twice as many trained American air crews six months hence, then that result would go a long way in offsetting any disadvantages.

To maintain a flow of 30,000 trained airmen a year states the Fortune survey, the Empire Training plan needs at least 50,000 recruits annually, allowing for a believed 40% wastage due to various kinds of unfitness for air crews as revealed during training. Of suitable material from the standpoint of physique and education, only about 13,500 eligibles become of age each year in Canada. There is also a backlog of about 38,000 among the unenlisted youth of the Dominion.

Until recently the gap has been bridged by drawing on this current backlog and by drafts from the United Kingdom and other parts of the Empire, and, until Pearl Harbor, about 4,000 a year from the United States. But Empire supplies are getting short. Much of the cream has been skimmed, particularly in Britain. Older or less well educated men are being taken into the Air Force, and the percentage of failures during the training period is increasing. In the United States, on the other hand, man power eligible for air crews is almost unlimited, but due to lack of training facilities Washington's hope of attaining its objective of 140,000 trained airmen this year, is not too bright.

The Financial Post's Platform For War

1. *Effective mobilization of all resources, materials, productive capacity and man power, without reservation, for an all-out war effort.*
2. *A national cabinet, representative of all loyal groups, and consisting of Canada's ablest brains.*
3. *An inner war cabinet, free from departmental duties, to plan the nation's war effort and to see that the plans are carried out.*
4. *A non-political industrial executive to organize and direct procurement of war supply.*
5. *Pay-as-we-go policy, to the very limit consistent with an all-out war effort, to avert inflation.*
6. *Elimination of wasteful spending by public bodies or private individuals.*
7. *A national programme to deal with post-war employment and relief problems.*

Do We Need This Buying Brake?

In the recent Victory Loan, Canadian war workers made an excellent showing. To their efforts much of the credit goes for making the loan a huge success. So long as such co-operation is forthcoming no system of compulsory savings should be necessary.

So far the government has indicated little interest in any form of compulsory saving. Some Ottawa spokesmen have plainly intimated that they fear such a course would tend to detract from voluntary war savings and might prove prohibitive in cost.

Advocates of a policy of systematic and substantial compulsory savings out of wartime wages cite these advantages:

1. It would create a steady source of revenue to meet soaring war expenditures.

2. It would restrict current consumer spending, and thus check inflation.

3. It would create a substantial nest egg for workers in the post war transition period.

All of these points are vitally important but none more so than the last. While the average person is facing critical times today, unless we are a great deal more fortunate than after the first Great War, the beginning of the peace will certainly not end our troubles. A portion of war savings then if gradually released will do much toward smoothing the economic curve. But voluntary savings will work equally well as those collected by other means.

During the first two years of the war any form of compulsory savings was largely unnecessary and might have been unfair to those workers who, after a long depression, had good wages and an opportunity to re-equip their homes, for the first time in several years.

Admittedly the situation is far different today. Now we need every bit of capacity we can afford for war and consumers must get along with a minimum of goods. It is vital that all but bare subsistence buying be postponed until the peace.

To achieve this objective all surplus spending power must be drained off in the form of war taxation and war savings, both certificates and bonds, and existing supply of consumer goods rationed if necessary to ensure equitable distribution. This combination of compulsory taxation, selective rationing and voluntary saving appears to be working fairly well and so long as it continues to work it will not be necessary to consider more rigorous and far less palatable measures.

Too Many Delusions

There are still a great many delusions about the war; delusions that are dangerously too prevalent; delusions such as these:

1. That we are certain to win.

There is no absolute assurance that we shall win. In fact, it would be wise for all of us to recognize that we could lose the war. Probably we won't; but we shall have to intensify our effort to insure victory.

2. That Canada has less at stake than Britain.

There are certain newspapers and many speakers in Canada who constantly reiterate this claim.

This isn't Britain's war any more than it is our war. This war is not like a fire in someone else's house, where one lends a hand just as a good neighbour. It's a conflagration, set by arsonists who are still running amok. Every one is in danger until the conflagration has been stopped and the arsonists rounded up.

3. That we are fighting gentlemen.

No one ever says that we are; but a good many of our policies and attitudes in the treatment of enemy aliens, in the one-sided observance of certain "rules" of warfare, in our policies toward Axis rubber stamps (such as those at Vichy) we act as though we were fighting a gentlemanly war against chivalrous people.

4. That the weapons and tactics that won other wars will win this one.

So far is this from the truth that it can be said that some of the methods that won for Germany in 1939 and 1940 are in large measure already outmoded in 1942. There is an "art of war" and staff colleges may teach it. But unconventional inventive genius will have to provide us with the new tools we need and with new tactics.

The "Commando's" are an example of such brilliant genius, skilfully applied. Yet there are senior men in our fighting services who are opposed to Commando training. They call Commando raids "murder." Well, we can't pussyfoot with Nazis who started the bombing of open cities and Japs who bayonet their prisoners.

5. That we have plenty of time to win because our giant industrial strength will eventually break down the Axis enemy.

It will—if the enemy does not defeat us before we mobilize our strength.

Time is short. This year, 1942, will be the critical year of the war. Yet we in Canada—to take one example—talk about conscription not being needed before 1943.

True we cannot hope to win the war in 1942. But it will take more men and weapons and ships than we now have, merely to hold the Axis in 1942 so that we can retain control of the strategic springboards for our own 1943 attack.

A Big Job Well Done

Morris W. Wilson has returned to Canada to devote his full time to the job of managing the Royal Bank of Canada. He returns because the job he set out to do has been done and done well. For two years he spent the greater part of his time in Washington, first as director of the British Air Mission and, since the unfortunate death of Rt. Hon. Arthur B. Purvis, as chairman of the British Supply Council. His task was to convince those in authority in the United States of the extreme and urgent nature of the British and Allied supply problem. He did this in a way which should forever earn him the gratitude of fellow citizens.

Canada has all too few men of the calibre of Morris W. Wilson. He is big in mind and in vision. He has patience, diplomacy and tact. His qualities are such that it is difficult, if not impossible, to envision his own government neglecting to make use of those talents which have brought him to the top. The job he undertook to do in Washington is finished. It is only natural that after two very strenuous years he would like to return to his profession of banking. However, his release from work in Washington and return to Canada, makes available a man whose abilities could be most usefully employed in our own direct war effort.

Editorials in Brief

On a train recently a member of the editorial staff of The Financial Post got into conversation with a Canadian tank corporal. In ten minutes the corporal had volunteered the following facts:

1. His battalion and brigade and previous ones to which he was attached.

2. How long he had been in the army.

3. Every camp he had been in and the training he had taken in each.

4. When he hoped to go overseas.

5. Particulars about the armament, fire-power, horsepower, etc., of the tanks with which he had trained.

6. Certain other facts that can not be detailed because they represent military secrets so important that special censorship orders have been issued in respect to them.

Obviously, it is not possible to overdo the training not only of our soldiers but also of the civilian population in the necessary wartime art of silence about certain types of information.

Other People's Views . . . . . .

The Canadian Editorial of the Week

We Are Still Losing

Family Herald and Weekly Star

The forces and resources of the Allies are NOT so superior as we once thought. They are not superior at all. The Allies have been losing the war since it started, and are still losing it. The tide has not yet turned. It will not turn except by our own efforts and sacrifices.

The forces are so evenly balanced that Canada could turn the scales. The difference between a full, wholehearted effort by Canada, and the present "moderate" war effort, might prove the difference between victory and defeat.

Those who vote "No" at the plebiscite are voting to put Canadian civilians on the gallows, to have Canadian women machine-gunned, to bring fire and bombs to Canadian homes.

And they are voting for Canada's certain defeat.

For Canada can no more defend itself against the conquering hordes of Germany and Japan, than butter can defend itself against a hot knife!

Russia, ready, fully armed, and with 15 times our population, has not been able to save hundreds of millions of its richest acres from capture or destruction.

Could Canada do better?

And if invasion did come. How would we feel if our American, British and Australian allies voted to "defend themselves at home?"

* * *

As Others See Us

Wong is Right

Stratford Beacon Herald

Asked by The Financial Post what should be done about the Japanese residents in Canada, Yick Wong, president and editor-in-chief of the Chinese Times, Toronto, concluded his expressed opinion in these words: "There are no Japanese Canadians, and therefore the Dominion Government in dealing with the Japanese in Canada, must regard them as Japanese only."

We think Mr. Wong is right. As this newspaper has contended on more than one occasion since Japan's war aims and methods of conducting warfare were revealed, every Japanese in this Dominion, whether born in Canada or in Japan, must be regarded as a dangerous potential enemy with brutal instincts.

* * *

Staple Foods

Port Arthur News-Chronicle

In the days before the war when Canada was finding difficulty in selling its wheat, Hon. C. D. Howe said the problem of surplus would be solved if every person in Canada would eat another slice of bread every day.

It seems potatoes are now getting into the same category as wheat but there is a possibility that both bread and potatoes will be more generally used before the war is over. National leaders have advised that Canadians will have to simplify their standard of living, which probably means there will be more use of the staples, the bread which is the staff of life and the potatoes, which are or have heretofore been the base or foundation of the meal.

The Toronto Financial Post puts it this way:

"Now we are going to be asked to make some further cuts in our consumption of eggs, meats, and certain dairy products in order that the British people may continue to get enough to eat. We will do this and we should do it thankfully, remembering that had we been living on the other side of the Atlantic it would be a case of eating less, whereas on this continent we simply switch to something more plentiful. That something, in most cases, will be bread for which we have a superabundance of raw material."

* * *

The Mail-box

Victory Loan Financing

Editor, The Financial Post:

I have just finished reading "Staff Writer's" articles on the monies collected by the Dominion Government from the public during the past twelvemonths; including proceeds from the two Victory Loans. I note amounts collected from corporations, and credit to be given them as subscribing to the Victory Loans Special Names. Granted they subscribed, and put up the 10% down payment. But how long did they, or over 50%, carry the bonds on a bank loan before selling. According to your paper, between the First and Second Victory Loan, Chartered Banks holdings increased $170 millions, and Life Insurance Companies increased or took on another $50 millions. What the Trust Companies and other institutions increased, you would know.

According to these increases the majority of the corporations subscribed, then sold within a few months after the First Victory Loan was over, and the bank and the institutions no doubt had to buy them in order to have a stable market or to keep the price up. So we have these firms with, no doubt, their 10% back. And we have a Second Victory Loan, so the original 10% apparently is used once again to subscribe to millions of this loan. Within a few months they will sell again, and I presume will buy again. I therefore ask, especially as we will have a 3rd, 4th, 5th and maybe a 6th Victory Loan. How long can this method go on? Is not this method a very costly one?

I understand the Chartered Banks receive a ¼ of 1% commission on this business, therefore it would appear that the powers that be are playing Santa Claus to the banks, by pressing for this 10% method, knowing that they will be sold within a few months, and the banks will have to take on most of them. Why not sell them to the banks in the first place and save these millions of commission. This would be no more inflation than the present method but it would certainly save a lot of money.

Thorold, Ont. J. F. Wedge.

Editor's Note.—Admittedly "underwriting" subscriptions played a large part of securing almost a billion dollars from Canadians for the second Victory Loan. But there was a much more effective emphasis the last time on securing subscriptions from individuals who can be expected to hold their bonds, perhaps to maturity. Steps were taken to discourage selling of other Dominion bonds to subscribe for the new loan merely to make a favorable showing. Each succeeding loan is likely to find stronger efforts made to corral the savings and excess income of individual Canadians. Probably the only real advantage of the "underwriting" subscriptions from large corporations is the added time they permit to digest the huge loans and to find eventual buyers who are able to hold for extended periods.

* * *

Naming the War

Editor, The Financial Post:

In The Financial Post of last week a number of names were suggested for the present All Nations War or Continental Conflict, none of which seems to be entirely suitable.

This is a war in which one side wishes to enforce an order of tyranny, oppression and slavery. The other side desires to establish an Order of freedom, peace and security. Therefore I think World Order War is a name, brief, accurately descriptive, having a fair degree of alliteration and entirely suitable.

A. W. Smith.

Montreal.

Editor, The Financial Post:

My suggestion for a name for this war is "Second and Final Christian Crusade" to stamp out modern barbarism.

H. J. Mero.

Windsor.

Editor, The Financial Post:

If I am not too late I offer the following suggestion as a name to apply to this war. Call it the "Pacatla War," a word coined by using part of each name (Pacific-Atlantic). These two oceans cover a large portion of the world, and the war has spread over both oceans.

J. B. Rittenhouse

* * *

Sayings of the Week

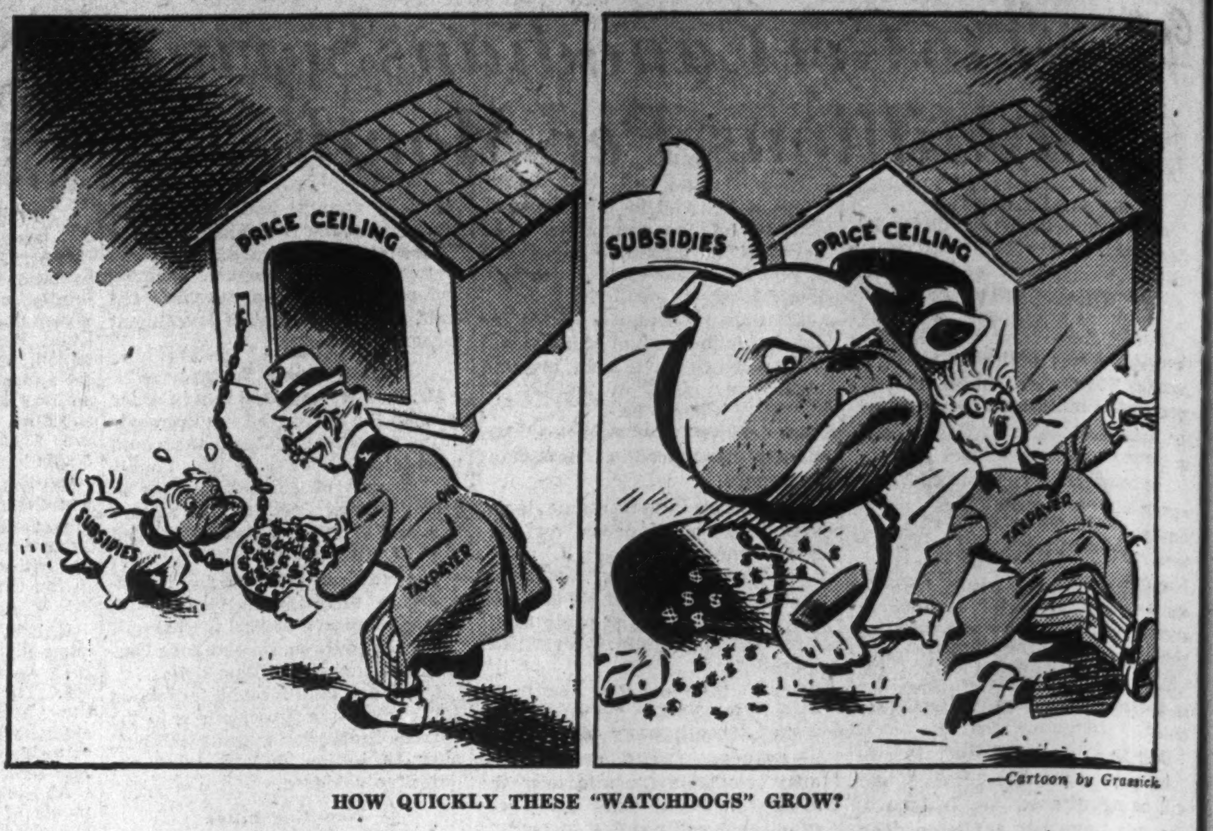
"We must cease assuming that democracy is self-perpetuating." — *Dr. Harry N. Wright, President, City College of New York.*

* * *

"Unless Canadians measure up to their responsibility, we are living in the twilight of our civilization."—*Labor Minister Humphrey Mitchell, speaking at Thorold last week.*

* * *

"It is perhaps well that the horrifying obligations a man unwittingly undertakes when he marries should not be more generally known, if it is in the national interest to promote marriages." *—J. V. McAree, in his "Fourth Column," the Globe and Mail.*



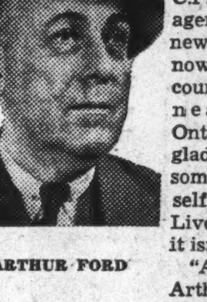
HOW QUICKLY THESE "WATCHDOGS" GROW?

—Cartoon by Grassick.

Post-Scripts . . . .

Working Newspaperman

Last week Arthur Ford, editor-in-chief of the London Free Press was elected president of the Canadian Press, co-operative news-gathering service of Canadian daily newspapers. In casting about for some post-script material on Mr. Ford, The Financial Post got in touch with J. F. B. Livesay former C.P. general manager and old time newspaperman now retired on his country home near Clarkson. Ontario. "I'll be glad to write something myself," said Mr. Livesay and here it is:



ARTHUR FORD

"All his life Arthur Ford has been a working newspaperman, reporter and editor. We were a tough crowd on the old Winnipeg Telegram when he joined the staff about the time in 1905 that M. E. Nichols, now publisher of the Vancouver Province, took over the paper from W. Sanford Evans. The Telegram, never very sure on its financial feet, had its vicissitudes, but none the less was a good paper to work for and had a loyal and even brilliant staff, many of whom later made their mark across the country.

"Arthur Ford was obviously an intellectual and we were at first inclined to look on him as a 'journalist,' especially as he was that rare bird in those days, a newspaperman who did not drink. But as we came to know him, we discovered a thorough good fellow and a real newspaperman, just as eager and able as any of us to put over a 'scoop.' He was, and indeed still is, a first class reporter. To him fell many heavy assignments, particularly in the political field, all a-boil those days in Manitoba. As a Conservative himself he was particularly valuable to The Telegram, in more ways than one the organ of the Conservative party under the Rodmond Roblin-Bob Rogers regime.

"Before long he was promoted to various desk jobs and at a later period became editor-in-chief. But perhaps his most notable work for the Winnipeg Telegram was as its Ottawa correspondent, where he became a leading member of the Press Gallery.

"As the years went on he gravitated thence to become editor-in-chief of the London (Ont.) Free Press, where he has not only maintained its high standard in the presentation of news, but has built up its editorial page to be one of the most distinguished in the country.

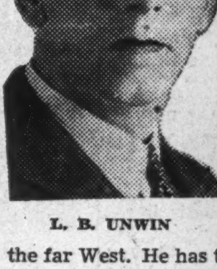
"He joined the Board of the Canadian Press, where he proved particularly valuable, not only as an all-round newspaperman, but because his Winnipeg experience, in the pioneer days of co-operative news gathering and distribution, had convinced him of the necessity of a strong and national news organization, owned by the daily newspaper publishers, above politics and devoted to the idea of presenting factual and impartial news to the public.

"Arthur Ford is a fine citizen, loyal in friendship and of the stuff of strong leadership, and his promotion to the presidency of the Canadian Press in these days of stress is of good augury."

* * *

Heads C.P.A.L.

Quiet, unassuming, 51-year-old Laurence Bertram Unwin, has been appointed president of the Canadian Pacific Air Lines Ltd., one of the largest airline organizations on the North American continent. His selection for that important post was a natural one. In his capacity as vice-president of finance for the Canadian Pacific Railway he conducted the negotiations which brought together a half dozen or more air transport companies operating from the St. Lawrence River in the East to the Yukon in the far West. He has travelled over these routes. He knows the personnel and the problems which face this form of transport. Above all, he has imagination and can see the vital place which air transport will occupy in the world of tomorrow.



L. B. UNWIN

English born, "Larry" Unwin left his native Kent at the age of 19 to come to Canada. His first job in this country was with the Canadian Pacific as a clerk at Chapleau, Ont. Three years later he was promoted to be accountant at White River. Like many other newly-arrived Englishmen, Mr. Unwin joined up when war broke out in 1914. His promotion through the ranks was rapid, rising from a private to a major. Also he was awarded the Military Cross.

He returned to the Canadian Pacific in 1919 as statistician, a post he held for the next nine years when he was appointed assistant comptroller at the head office in Montreal. In 1932 he was made comptroller and in 1935 assumed his present title of vice-president and treasurer.

Mr. Unwin is a Canadian Pacific man. By this is meant his working days are devoted wholly to the interests of the company. However, his interests extend well beyond the range of rail transportation. For example, he is a director of Associated Screen News, Admiral Beatty Hotel, Canadian Pacific Express Co., Toronto Terminal Railways Co., Quebec Central Railway and Quebec Salvage and Wrecking Co.

During the past two years and more he has spent a great deal of time negotiating for control of the airlines which now go to make up the Canadian Pacific Air Lines.

The big job which now faces him is the welding of the various units of the CPAL into one homogeneous whole. There will be many headaches, and perhaps disappointments, but in Larry Unwin the Canadian Pacific has picked a man whose well-balanced judgment ensures that the "World's Great Transportation System" will have its place in the air transport field of the future.

* * *

Handicrafts Booster

Next week, most of the top floor of Eaton's big Toronto College Street Store, including the Auditorium, will be devoted to an exhibition of Canadian handicrafts. There will be special rooms featuring hand-made furniture, hand-woven rugs, blankets and drapes. There will be Canadian pottery, Canadian metalwork and jewellery.

Dominant figure behind the exhibition is Mrs. Grant Marriott, an intensely enthusiastic and business-like woman who, for the last 20 years has travelled up, down and across Canada and most of Europe searching for new skills and new designs. Her journeyings have taken her into Quebec homes where every single bit of furniture, every piece of linen, every rug and every blanket were produced by hand from the bush, fields, and flocks, on the farms where these homes stand. They have taken her among the glass craftsmen of Sweden, among the weavers, carvers and metalworkers of Finland, Denmark and Central Europe. They have taken her through New Canadian settlements of Western Canada where men and women skilled in the old hand-made crafts of ancient Europe, are now adapting that skill to genuine Canadian designs. They have taken her to the United States where large retail shops are now looking to Canada as a possible source of merchandise they can no longer get in Europe.

Mrs. Marriott's interest in Canadian handicraft is well and long embedded. It is a genuine inheritance from her early Canadian ancestors. Her grandfather's people, the Heaths, settled on "Clergy Reserves" land in Norfolk county, Ont., back in 1790, with the deed granted by George III. The 105th anniversary of the building of the homestead of her mother's family, the Shearer's, and which a branch of the family still occupy, takes place this summer in Vittoria also in Norfolk County.

Much that went into the Heath home, like that of every other pioneer's in the country, was the product of skilled hands from local raw materials. Mrs. Marriott doesn't believe that we have to go back completely to that condition today, but she does believe, and emphatically, that we should revive those early skills so that if necessary we can, with dignity, comfort and peace of mind, weather any postwar storm of poverty ahead. She is particularly interested in those more isolated areas where seasonal occupations leave people with much unprofitable time on their hands.

We have, argues Mrs. Marriott, everything necessary; an abundance of wood, metals and clays. We can grow the finest wool and flax. We have a fair amount of native skill, recently reinforced with that of refugee craftsmen from Europe. All that is required is a revival of interest, encouragement and continuous firmness in eliminating poor and unsuitable designs. Handicrafts, she says, must lead machine production, giving it better design, better quality. They must not be a poor second cousin. In practically every person, she argues, there is a natural craving to create something with his own hands.

Mrs. Marriott is firmly convinced that the average Canadian does not yet appreciate or realize the potential richness of our native handicrafts, outside perhaps certain sections of the Maritime provinces, rural Quebec and the new settlements of western Canada where life has been a little "harder," a little more natural, which probably explains the greater appreciation. Abroad, however, the situation is different. A display of Canadian handicrafts under Mrs. Marriott's charge at the International Exhibition in Paris in 1937, created marked attention, especially the Indian work shown.

Mrs. Marriott is permanent secretary of the Canadian Handicrafts Guild (Ontario), which is sponsoring the exhibition next week.

The Governor General will open the show which will display in addition to the products of Canada's handicraft workers, the best of other Canadian arts —painting, sculpture, music, literature, etc.

* * *

Stop Me If . . .

"And her husband has a prosperous business, I suppose?"

"Oh, yes, he is taking in a lot of money. Only last night he told me a receiver was to be appointed to assist him."

The Financial Post

Member Audit Bureau of Circulations

A weekly newspaper, presenting in a popular manner reliable information respecting investments, business and national affairs in Canada.

FLOYD S. CHALMERS, Editor
DOUGLAS M. GOWDY, Business Manager
Published by
The MacLean Publishing Co., Limited
481 University Avenue, Toronto 2.

JOHN BAYNE MACLEAN, Founder and Chairman.

HORACE T. HUNTER, President.

H. VICTOR TYRRELL, Vice-President and Managing Director.

Subscription Terms: Single copies, 10 cents. Yearly, in Canada, United States, Mexico and British Empire, $5; all other countries, $6.
Advertising Rates: Single insertion $4.20 per inch. Contract terms upon request.
Montreal: Dominion Square Building. Murray R. Chipman, Eastern Manager; John E. Langdon, Eastern Editor.
Ottawa: 260 Irving Ave. (Tel. 8-0847): Kenneth R. Wilson, Resident Correspondent.
New York: 322 Fifth Ave.
Chicago: 309 West Jackson Blvd.
London, England: Quadrant House, 55 Pall Mall, S.W.1.

Cutting the Costs in Canadian Business

Changing Our Ideas About Retail Trade

New Order Restricts Deliveries, Exchanges and Refunds

By **ROBERT C. STARK**

On the auction block of war there is a steady pounding of Mar's hammer these days as more and more retail business practices get the "Going, going, gone" treatment in favor of more essential needs.

The retail end of Canadian business is under minute official scrutiny and this week brought further restrictions in line with the Wartime Prices and Trade Board's opinion that "certain unessential and wasteful trade practices have been developed in the retail trade which in the national interest should be eliminated during wartime."

Despite the additional restrictions, very adequate services are still being offered to Canadians. The cuts have not yet gone deep enough to really hurt, although the savings effected will be a material help to retailers operating under the ceiling and will also aid in the conservation of rubber, gasoline and motorized equipment.

Those householders who have been accustomed to having everything from a toothbrush up delivered will now find themselves asked to take their purchase along with them. From now on no retailer is allowed to deliver from his store, to any one purchaser, any goods unless the total value is $1 or more. This does not apply to purchases of fish or meat, except when canned, or when the purchaser is confined to residence through illness, frailty or other physical disability. Neither does the order apply to deliveries by freight, express or parcel post.

This money extends an order of the Services Administrator which for some time has prohibited any retailer from making more than one motorized delivery a day over the same route, or in the same area, except to certain essential occupations.

It is felt this new order will not only eliminate many trivial trips but also will mean an appreciable saving in tires, gasoline and general wear and tear on delivery equipment.

Cut Pickups

Picking up a telephone and asking a store to call for some article to be exchanged is no longer possible. No retailer is permitted to pick up from a consumer goods for exchange or refund unless the goods are defective, have been delivered in error or are too bulky or heavy to be returned by the customer in person.

Plagued by such calls for pickups of goods to be exchanged retailers are greeting the new order as allowing a very necessary economy in delivery services. The order does not prohibit the calling for and picking up of empty containers or bottles as this fits in with the salvage campaign being carried out by most retailers. Retrieving used cartons and bottles has meant a considerable saving to some stores, a saving made particularly valuable owing to the current paper board shortage.

Refund Time Limited

Buyers are not being allowed an indefinite period to make up their minds as to whether or not they like their purchases. No retailer can accept for refund or exchange any goods after six clear business days from the date the goods were received by the consumer. In cases where goods are found to be defective or to any item of house furnishings priced at $10 or over this restriction does not apply. In cases where the goods are too heavy or bulky to be returned by the customer in person, the time limit dates from when the customer orders the return of such goods.

In similar vein is the order limiting the sale of goods on approval. Buying of articles to make a showy display for a party or some similar keeping up with the Jones' event where there is no intention of keeping the articles is now out. Except in the case of individual items of house furnishings priced to the customer at more than $10 no goods can be retailed or delivered to a customer on approval.

The house furnishings exceptions is made as it is felt that while it is an advantage to see how house furnishings fit in with other equipment in the home, other types of merchandise should not be sold on this basis.

Where goods are made to order, altered on the customer's instructions, worn by the consumer, or specially cut from a bolt of cloth or other material no exchanges or refunds are being accepted.

Short Circuiting

Short circuiting in selling also comes in the scope of the new retail order. No manufacturer or wholesaler may now sell consumer goods direct, or on the order of a purchasing agent, to a consumer unless the manufacturer or wholesaler has an established retail outlet, and has so stated in his application for a license prior to Mar. 31, 1942. However, any manufacturer or wholesaler may continue to sell direct to his own employees for their own personal use.

More on the Way

There are plenty of evidences that further changes are on the way in retail selling. One good instance is provided by Toronto milk dealers who are currently discussing ways whereby some of their routes can be consolidated. Aim of these discussions which have not yet reached a definitely formulated state is to cut duplication of services. Streets that used to see wagons from half a dozen different companies may see a consolidation effected that will mean consumers living on one street will be served by one company only.

Also in the milk business there has been a considerable changing over to horse-drawn vehicles from the former large fleets of trucks.

To help conserve present stocks of rubber the Controller of Supplies has asked Canadian retailers to cut down on their advertising and window displays of a wide variety of rubber goods. This to date has been purely a request and not an order with the list of rubber articles accompanying the request running into several score.

It has been requested that advertising and display be cut on articles ranging all the way from ordinary rubbers to ice bags and including such diverse articles as rubber heels, hot water bottles, rubber sponges, garden hose, tap washers, mats, bathing suits, stair treads, tennis balls, teething rings, beach balls and chair pads.

Wrapping paper is a line in which the WPTB is very interested and here again it is telling retailers to conserve wherever possible. Wrapping paper, of which there is a shortage, is used in the manufacture of shell cases and other munitions supplies. Canada's retailers now have official assurance that it is quite in order to hand across the counter or deliver unwrapped, a number of commodities already in packages or containers suitable for carrying. If a number of small articles are purchased at the same time, a wrapping or over-all container may be provided for carrying purposes.

Ask Retailer Co-operation

Considerable reliance is being placed on the retailers themselves for initiating action toward these various economy moves. Many of the steps ordered as effective April 15 and noted here have already been put into effect by many of Canada's alert retailers and the order formalizes and makes general these steps.

Looking for tips on where further reductions and frill cutting can be made the WPTB has said to the retailers:

"The Board is anxious to receive suggestions from retail merchants as to ways and means of reducing costs of operation. Your recommendations concerning curtailment, during wartime, of such customer privileges as special deliveries, fancy gift wrappings, expensive display advertising, and any suggestion for achieving economies in retail merchandising will be carefully considered."

The Week in Business

Physical volume of business in Canada moved slightly downward in March from February's high level but fluctuations that have taken place since the middle of 1941 are relatively minor. Result is that the average for the past nine months is far above any other period. Raw material shortages and transfer of plants to wartime operations temper the advance but output of munitions and war supplies is accelerating.

The Financial Post Business Index for March at 165.5, according to preliminary figures, is down from 169.2 in February but compares with 154.3 a year ago.

Payroll index computed by the Canadian Bank of Commerce is down to 178 in March from 185 in February and 193 in January. As compared with a year ago, the index is 37 points higher.

Carloadings continue to gain with the latest week showing a rise of about 8,000. This year to April 11, the gain is 12.7% from the corresponding period of 1941.

Automobile production in March totalled only 3,192 against 12,093 a year ago and for the first quarter is down 67.1%.

Automobile financing follows the same trend as passenger car output and is down 44.8% for new cars and 46.9% for used cars to the end of March this year.

Truck output in March at 16,996 compares with 13,951 a year ago and for the first quarter is up 32.6%.

Dressed lumber exports in March this year are below the same month a year ago and for the first three months the decline is 22%.

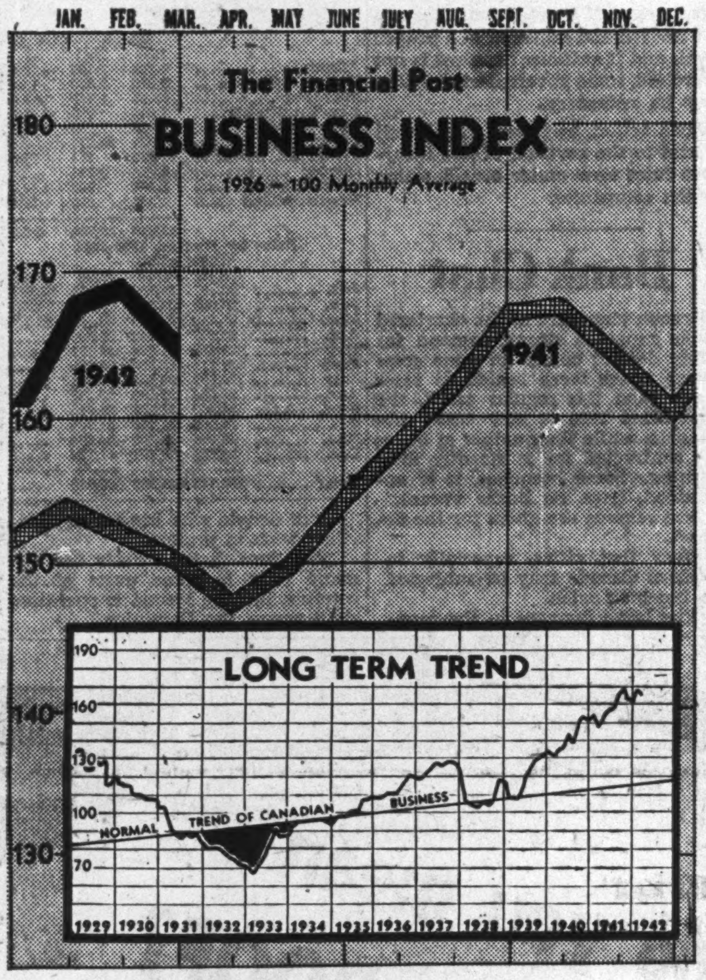
Cotton consumption was lower in March but for the first three months of 1942 is 1.3% higher than in the corresponding period last year.

Life insurance sales continue to rise. To the end of March this year the gain is 26.5%.

MONTHLY INDICES

	Mar.	Feb.	Jan.	Dec.	Year Ago
■The Financial Post Business Index	°165.5	169.2	168.0	166.6	154.3
National Income, D.B.S.•	....	....	....	456.4	418.9
Dom. war expend.•	....	132.9	145.2	124.4	82.7
Dom. total revenue•	....	109.7	120.5	111.5	80.0
Dom. total expend.•	....	163.7	184.6	168.0	105.5
Retail sales index no.	....	154.5	150.9	147.2	130.6
Dept. store sales index no.	....	141.1	151.1	145.8	126.1
Wholesale sales index no.	....	135.9	132.2	137.4	110.6
Country store (% change pr. yr.)	....	+15.3	+20.5	+14.4	+4.4
Divd. payment index♣	121.4	121.4	121.3	120.3	121.0
COST OF LIVING—					
D.B.S. index	115.9	115.7	115.4	115.8	108.2
EMPLOYMENT INDEX Nos. D.B.S.—					
All industries	....	165.4	165.8	168.8	135.2
Manufacturing	....	191.2	187.1	188.4	147.4
Payroll (June 1/41=100) (b)	....	118.5	112.3	119.5	....
■Payroll index (a) (1937=100)	....	178	185	193	141
			Jan. 1 to date		%
RAILWAYS—	1942	1941	1942	1941	Change
■Carloading (week Apr. 11)	62,907	54,974	917,657	814,153	+12.7
■C.N.R. gross (week Apr. 14) $	6,506,000	5,345,000	92,525,000	75,637,000	+22.3
■C.P.R. gross (week Apr. 14) $	4,493,000	3,848,000	66,653,000	52,855,000	+26.1
■C.N.R. net revenue (Mar.) $	6,423,606	4,932,055	15,225,159	10,691,565	+42.4
C.P.R. net revenue (Feb.) $	3,014,013	2,608,569	6,198,076	5,274,331	+17.5
IRON AND STEEL—(February)—					
Pig iron production (tons)	143,973	102,104	307,129	217,559	+41.2
Steel ingots and castings prod. (tons)	242,921	193,408	501,937	402,067	+24.8
AUTOMOBILES—(Number)—					
Passenger Cars:					
Domestic sales* .. (Feb.)	2,733	6,717	8,776	12,450	—29.5
■Factory output ... (Mar.)	3,192	12,093	11,430	34,730	—67.1
Trucks and Buses:					
Domestic sales .. (Feb.)	2,200	2,459	5,243	4,733	+10.8
■Factory output ... (Mar.)	16,996	13,951	50,690	38,219	+32.6
Financing:					
■Used (Feb.) $	1,306,529	2,949,837	2,982,427	5,402,203	—44.8
■New (Feb.) $	855,466	2,499,920	2,478,910	4,667,963	—46.9
CONSTRUCTION—					
Contracts awarded . (Mar.) $	17,850,400	13,991,900	41,783,500	65,276,300	—36.0
Cement prod., bbls. (Jan.)	283,000	283,000	....	....	....
AGRICULTURE—					
Flour prod., bbls. . (Feb.)	1,584,978	1,462,187	3,140,828	2,639,556	+18.9
Flour exp., bbls. ... (Mar.)	899,399	559,193	2,706,110	1,520,714	+78.0
Wheat exp., bush. .. (Mar.)	9,765,258	11,622,719	26,334,393	25,962,393	+1.4
Cattle sales▲ (Mar.)	93,089	71,188	280,226	223,645	+25.3
Hog sales▲ (Mar.)	507,007	466,053	1,594,945	1,464,701	+8.9
SEA FISHERIES—‡					
Catch cwts. (Feb.)	1,044,800	317,300	1,810,800	909,200	+99.1
Landed value (Feb.) $	788,800	462,400	1,630,800	1,115,500	+46.1
NEWSPRINT—					
Production, tons ... (Mar.)	295,835	275,769	885,840	782,674	+13.1
■Exports (Mar.) $	12,670,000	10,811,000	39,583,000	30,898,000	+28.2
MINING AND OILS—					
Coal prod., tons .... (Feb.)	1,693,471	1,501,939	3,591,425	3,279,802	+9.5
Coal import, tons .. (Feb.)	843,256	508,412	1,776,869	1,037,982	+71.2
■Gold rec., fine oz. .. (Mar.)	377,109	426,842	1,164,622	1,300,324	—10.4
Crude oil, imp. gals.† (Feb.)	73,108	63,266	162,004	1[illegible],463	+36.8
ELECTRIC POWER OUTPUT—(February)—					
Total monthly, 1,000 kw.h.'s	2,842,463	2,407,068	6,068,752	5,041,763	+20.3
FOREIGN TRADE—♦					
Imports (Feb.)	$119,555,851	89,631,628	261,682,435	188,014,090	+39.1
Exports (Feb.)	$168,196,861	100,524,150	320,504,298	189,476,809	+69.1
OTHER INDUSTRIAL FACTORS—					
■Dressed lumber exp.: 1,000 bd. ft. (Mar.)	147,261	169,810	379,682	486,643	—22.0
Shoes, prod., pr. ... (Feb.)	2,626,084	2,215,864	5,090,031	4,116,949	+23.6
■Cotton consump., lb. (Mar.)	16,192,378	16,803,419	49,728,082	49,086,877	+1.3
Raw rubber imp. lb. (Feb.)	9,625,417	8,446,866	10,059,683	22,539,903	—55.4
Cigarette cons., No.† (Feb.)	775,737	556,519	1,523,470	1,180,090	+29.0
Sugar manufactured lb §	90,187,029	87,221,405	1,199,719,338	1,137,792,237	+5.4
FINANCE—					
Bank debits† (Feb.) $	2,892,864	2,540,182	6,123,653	5,481,286	+11.7
Bond sales† (Mar.) $	1,083,943	42,884	1,264,361	240,143	+426.7
■Life insurance sales (Mar.) $	35,876,000	33,700,000	118,314,000	93,526,000	+26.5

*D.B.S. All Canada figure covering 90% of the Canadian total.
‡Unrevised figures covering N.S., P.E.I., N.B., Que., B.C.
▲Total at yards and plants. New items for week marked ■.
†000's omitted. §For four weeks to Dec. 31. ♦Gold excluded.
•Millions of dollars. °Preliminary. ♣Supplied by Nesbitt, Thomson & Co.
(a) Compiled by Canadian Bank of Commerce. (b) All industries.



March Business Figures Show Moderate Recession

More significant than the moderate recession in The Financial Post's business index in March is the sustained high level of this indicator over the past nine months, following the rise of the second quarter of 1941. In the latest month, gold shipments to the mint are higher and the dairy industry more active. Operations of the forest industry were practically maintained in March with gains in shipments of planks and boards and minor recession in newsprint and shingles. Construction was more active. Gain in carloadings is less than normal for the season but an appreciable gain is shown in domestic exports over the preceding month.

Major Economic Factors

		Mar. 1942	Mar. 1941	Percentage Incr. or decr. Mar., 1942-41	Feb. 1942
F. P. Business Index	1926=100	165.5	154.3	+7.3	169.2
Bank deposits	1926=100	163.4	147.6	+10.7	159.1
Gold receipts at Mint	fine oz.	377,109	426,842	—11.7	345,475
Silver shipments	fine oz.	1,092,605	1,521,725	—28.2	1,355,521
Cheese, factory production	lb.	5,577,016	1,388,108	+301.8	3,706,971
Butter, creamery production	lb.	11,661,677	12,432,727	—6.2	9,410,723
Newsprint production	tons	295,835	275,769	+7.3	278,101
Planks & boards exported	M. ft.	147,261	169,810	—13.3	128,978
Shingles exported	squares	341,264	273,907	+24.6	319,356
Carloadings	no.	271,332	249,698	+8.7	248,549
Cotton consumption	lb.	16,192,378	16,803,419	—3.6	16,702,248
Slaughterings: Cattle and calves	no.	141,320	116,858	+20.9	103,201
Hogs	no.	41,061	34,909	+17.7	39,041
Sheep	no.	549,310	503,916	+9.0	493,908

EXPERIENCE • STABILITY

The many years of investment experience and the facilities of an extensive organization are placed at the service of our clients. This service may be secured at any of our branches.

A. E. AMES & CO.
LIMITED
Business Established 1889
TORONTO
Montreal Winnipeg Vancouver Victoria NewYork London, Eng.

The WESTERN SAVINGS and LOAN ASSOCIATION
HEAD OFFICE: WINNIPEG, MANITOBA
OFFICES:
Agency Building - - - - - Edmonton, Alta.
221 A 8th Ave. W. - - - - - Calgary, Alta.
McCallum-Hill Building - - - - - Regina, Sask.
411 Avenue Building - - - - - Saskatoon, Sask.

THE LONDON & WESTERN TRUSTS COMPANY LIMITED
London Windsor Toronto
Winnipeg Saskatoon Vancouver Victoria

Your "Priorities"

To war industries, the Government has granted priorities—prior claims on essential materials—to ensure the steady flow of these materials needed to win the war.... Similarly, millions of Canadians have established "priorities" through life insurance—to safeguard their families against the uncertainties of the future—and to guarantee them a steady flow of food, clothing and other necessities .:.. Every working day, more than half a million dollars are distributed among Canadian policyholders and their beneficiaries—sustaining families bereft of their breadwinners—bringing security to those in the sunset of life ..:: In addition, life insurance has invested more than 300 Million Dollars in War Loans to help finance the cost of men and armaments required in the defence of our homeland.

L-1441X

It is good citizenship to own
Life Insurance

THIS ADVERTISEMENT IS SPONSORED BY LIFE INSURANCE COMPANIES OPERATING IN CANADA

Investment Securities

McLEOD, YOUNG, WEIR & Co.
LIMITED
Metropolitan Building, Toronto
Telephone: Elgin 0161
Offices at Toronto, Montreal, Ottawa, Hamilton, London.
Correspondents in New York and London, England.

Investment
Supervision

Market records tell a revealing story of the need for constant supervision of investments. Some investments, generally considered "gilt-edged" only a few years ago, now have little or no market value. Others, which had little apparent value, have since shown themselves sound investments. This change speaks loudly for the need of continuous care and supervision by a well-organized and experienced executor to safeguard the investments of your estate.

Write for free booklet
"Security for your Family"

NATIONAL TRUST
COMPANY, LIMITED
TORONTO MONTREAL HAMILTON
WINNIPEG EDMONTON

WHAT ABOUT THE MAILS?

The nature of your product may prevent effective distribution through small, rural dealers.

Your business may be too small or too large or there might be other factors.

And yet among Canada's farm population there may be a profitable market for you.

So the question arises ...
Can You Sell by Mail?

It's a question worth considering seriously in view of rapidly improving conditions on the farm.

If mail order is possible, the Family Herald and Weekly Star can serve you and serve you well. As Canada's ONLY National Farm Magazine, the Family Herald reaches the largest slice of Canada's rural market—over 300,000 farm homes.

Family Herald and Weekly Star
CANADA'S NATIONAL FARM MAGAZINE
MONTREAL CANADA

Dominion Appraisal Company Limited

The personnel of this organization represents many years of experience and knowledge as professional consultants in all types of appraisal services.

HEAD OFFICE
137 Wellington St. West
TORONTO Elgin 5928
MONTREAL
University Tower Building.

INDIVIDUALITY

Among men of good taste, it's the slight touch of individuality that counts so much in clothes. And individuality is attained only by the careful craftsmanship of experienced tailors working to your personal measurements. Levy Bros. can assure you of the utmost satisfaction on every item of your wardrobe.

Levy Bros.

69 WEST KING STREET, TORONTO

MOUNT ROYAL HOTEL
THE Heart of Montreal

For BUSINESS or PLEASURE it's the MOUNT ROYAL HOTEL
Direction of VERNON G. CARDY

Today...

... the airlines are saving the nation thousands of valuable travel hours daily. Canadian Colonial Airways' fleet of luxurious Douglas airliners through connections link the capitals of two great nations.

8 flights daily

between Montreal and New York, via Burlington and Albany, ... connections for Washington and all principal cities in the United States.

CANADIAN COLONIAL Airways
MONTREAL, P.Q., CANADA

It's so restful at the Roosevelt

Whether you come to New York for business, sightseeing, shopping or the theatres, Hotel Roosevelt is your ideal headquarters ... Mid-town convenience for everything you wish to see and do—plus attractive rooms, excellent meals, restful service. Rooms with bath from $4.50.

Dance music nightly except Sundays
Frankie Masters and his Orchestra
in the ROOSEVELT GRILL

CHARLES H. SENDEY
Continues to be Your Canadian host.
HOTEL ROOSEVELT
MADISON AVE. AT 45th ST., NEW YORK
BERNAM G. HINES, Managing Director
Direct Entrance to Grand Central Terminal

Is Currency Being Hoarded?

Some Indications That Such is Case in the U. S.

Current reports of currency hoarding in the United States find no echo in Canada. Bankers here say that while the volume of money in circulation in this country has increased substantially, there is no evidence to show that the expansion is due to hoarding. Rather is it attributed to the increased demands of business.

Legal tender currency in Canada is composed of Bank of Canada notes and subsidiary coin, which is legal tender only up to limited amounts. This legal tender currency is augmented by notes of the chartered banks which although not legal tender are accepted by everybody. The issue of the chartered bank notes has been decreasing steadily since the Bank of Canada was established in accordance with legislation passed at that time.

Taking the Bank of Canada and the chartered bank notes as the main circulating media in the country, exclusive of coins, the total amount of money in Canada has increased from $439 millions at the end of February 1941 to $571 millions a year later. This is an increase of about 30%.

In the United States the amount of currency in the same time increased about 30% from $8.8 billions to $11.5 billions. But a large part of the U. S. increase has been in large denomination bills.

In the last issue of the Federal Reserve bulletin issued by the Federal Reserve system at Washington a number of reasons are given for the currency expansion in the United States most of which apply in Canada except that hoarding appears to play a part in the United States that it does not do here.

Reasons common to both countries include:

The expansion in business with more money being required to meet payrolls paid in cash, as till money in the stores and more cash in many individuals' pockets.

Service charges by the chartered banks for cashing checks encouraging firms and individuals to pay wages and other accounts in cash rather than cheques.

Shifts in population which interrupt the banking connections of the individual and probably cause him to use more currency than at other times.

The Federal Reserve bank gives, as a further cause an increase in the use of cash for the purpose of concealing illegal transactions. This has not been mentioned in Canada as a possible cause of increased demand for currency, and it is a factor of minor importance if at all.

Hoarding, however, does seem to be a very real element in the currency situation in the United States. This, it would appear, is partly due to the desire of many people in the country to turn their property into cash and hide the cash away. A large quantity of United States dollars have also been hoarded by residents of foreign countries who look on them as the soundest money in the world and the safest asset they can hold.

Canadian people, however, it is stated by bankers, have shown practically no desire to hoard.

Public Policy Is Excluded In Car Claims

Amendments to Ontario Insurance Act Also Add War Exclusions

Provisions of a bill passed by the Ontario Legislature amending the provincial insurance act have the following effect:

Remove the common law principle of "no indemnity for loss caused by a criminal act" as a defense to a claim under an automobile insurance policy.

Remove from the insurance act the definitions of classes of insurance not required for the statutory conditions of an insurance policy and leave the definition of these classes to the superintendent of insurance.

Repeal certain sections of the act applying to special coverages given by a contract supplemental to a fire policy which conflict with the regular fire insurance section of the act.

Exclude coverage under the ordinary automobile insurance policy of losses caused by war unless special provision has been made in the policy by an endorsement.

When Law is Broken

Removal of the common law principle of "no indemnity for loss caused by criminal act" as defense to a claim under an automobile policy is of most general interest. This amendment will prevent an insurer refusing to pay a claim because the policyholder had broken the highway act or the criminal code.

An example of how these breaches might be used by an insurer to avoid paying a claim would be when a motorist driving even slightly over the speed limit has an accident. Because he was breaking the law, the insurer might claim he should not be indemnified for any loss sustained. The argument would be that public policy prohibited an individual profiting by or being indemnified for any loss caused by his own criminal act or misdemeanor.

Unlicensed Driver

Another example would be where a capable and experienced driver neglects to renew his driver's license at the proper time. If he had an accident while driving under such circumstances he would technically be a law breaker because he was driving without a license.

Cases in which insurers used this as a reason for not paying a claim have not been common. But as the law has been, the possibility that they might do so has always been there.

The measure to put the defining of insurance classes and terms into the hands of the superintendent is a move toward greater uniformity among the provinces and with the Dominion.

Greater Flexibility

Under the Dominion law few insurance terms are defined by statute, the matter being left largely to order-in-council. This makes the system more flexible. In the provinces, definition has previously been effected by a section of the various provincial insurance acts. This has been an obstacle to uniformity. Giving the superintendents power to formulate and establish definitions will overcome much of the difficulty.

Changes in the act regarding supplemental clauses giving special protection have been found necessary because of the overlapping of certain coverages causing uncertainty regarding the liability of two or more insurers. For instance a storekeeper might have a fire insurance policy with an endorsement giving insurance on the entire property against windstorm, etc. He might also have straight plate glass insurance against all hazards. The result, if a window were broken, might be uncertainty under which policy the damage should be paid, especially if they were with different companies. The amendments to the act affecting endorsements are expected to remove the difficulty.

War Exclusions

The exclusion of claims under an ordinary automobile policy for losses due to war puts into statute form a regulation previously made by the Superintendent. This prevents a policyholder making claim for damages to an automobile caused by bombardment, invasion, revolution, etc. Unless the policy or an endorsement provides otherwise.

A special section of the bill notes that the marine insurance business is not subject to the deposit provisions of the act.

AGENCY SUPERVISOR

I. M. Gilbert has been appointed agency supervisor of the Crown Life Insurance Co. He has been a member of the home office staff for over 26 years and has been closely associated with the agency activities of the company since 1925, following service in several other departments. In addition to his new duties he will continue to supervise field service and advertising.

Sterling Assets Rise Slightly

An increase of $2.6 millions in holdings of sterling and United States exchange is shown in the statement of the Bank of Canada for the week ended April 15. Investments were down about $4.5 millions, the decrease being entirely in short term issues, others being slightly higher. Miscellaneous assets were also slightly higher. The net result was a decline of about $1 million in total assets.

On the liability side, note circulation was about $2 millions lower, Dominion government deposits were up $23 millions while those of the chartered banks were down $20 millions. Miscellaneous deposits dropped a little over $3 millions.

Total deposits accordingly were down about $600,000. The change in deposit items evidently indicates transfer of funds from the chartered banks to the Dominion government, possibly reflecting movement of proceeds from the Victory loan.

	Apr. 15 1942 $	Apr. 8 1942 $
Liabilities		
Capital paid-up ..	5,000,000	5,000,000
Notes in circ.	515,436,018	517,383,042
Rest fund	5,585,705	5,585,705
Deposit: Dom.	93,589,149	70,303,310
Banks	213,061,895	233,797,925
Other	6,948,676	10,032,684
Total deposits	313,599,720	314,133,919
All other liabs. ..	7,010,735	5,666,423
Total liabs.	846,632,178	847,769,089
Assets		
In Sterl. & U. S. ..	232,203,961	229,607,559
Subsid. coin	360,623	352,096
Advances	500,000	1,000,000
Investments:		
Dom. gov. sh. ..	382,172,083	391,355,197
Other Dom. gov.	214,869,681	210,214,386
Total invest.	597,041,764	601,569,583
Premises	1,764,868	1,770,271
All other assets ...	14,760,962	13,469,580
Total assets	846,632,178	847,769,089

New Licenses

The Dominion Department of Insurance has licensed the following companies to transact the lines of insurance indicated:

Philadelphia Fire and Marine Insurance Co.—Personal property insurance in addition to the classes of insurance for which it is already licensed.

* * *

Cotton and Woolen Manufacturers' Mutual Insurance Co. of New England—Fire insurance, civil commotion, earthquake, limited or inherent explosion, falling aircraft, hail, impact by vehicles, sprinkler leakage and windstorm insurance on property which is insured under a fire insurance policy of the company. J. P. M. Costigan, Toronto, has been appointed chief agent in Canada.

* * *

Boston Manufacturers Mutual Fire Insurance Co.—Fire insurance, civil commotion, earthquake, limited or inherent explosion, falling aircraft, hail, impact by vehicles, sprinkler leakage and windstorm insurance on property insured under a fire insurance policy of the company. J. P. M. Costigan, Toronto, has been appointed chief agent for Canada.

ASSISTANT ACTUARY

H. R. Lawson has been appointed assistant actuary of the Crown Life Insurance Co. Mr. Lawson joined the actuarial department in 1926 and has been supervisor of that department since 1933. He is a Fellow of the Actuarial Society and of the American Institute of Actuaries. He has served as secretary of the Actuaries Club of Toronto and is at present chairman of its educational committee.

Large Commissions Add Cost To Insurance, Says Conant

In the Ontario Legislature, last week, Hon. Gordon Conant, attorney-general and minister in charge of the Provincial department of insurance stated that the existence of a number of large insurance agencies in the province, particularly in Toronto, contributed to the high administration cost in the insurance business. His statement was made in reply to a question by William Duckworth, insurance agent and member of the Legislature for Dovercourt, Toronto, during the debate on the insurance bill.

Administration costs, he stated, are now more than 50% of the premium dollar.

Competition in commission rates, Mr. Conant said in a statement to The Financial Post, is a serious matter for the public and can only result in increased insurance cost.

With the present intense competition an agency with a large volume of business is in a position to dictate its own terms to insurance companies, he claimed. This in his opinion had caused payment of excessive commissions and is largely responsible for the high commission cost which forms a substantial part of the premiums paid by the public.

The situation has caused the insurance department a great deal of concern, he added, and further indicated that if commission rates are not revised and adjusted to a proper level, and if sufficient control is not exercised, some governmental action may be necessary.

Such action, he stated, might well extend to the revision of fire insurance rates now under consideration by the companies.

Bank Chat

Branch managers of the chartered banks report a strong demand for safety deposit boxes. In some cases where boxes were rented at rates lower than the regular tariff, the established rate is now easily obtainable, while the number of boxes not contracted for is steadily diminishing. Some branches, it is understood, have no boxes vacant.

Two reasons are given for the demand.

Fear that cities, especially in eastern Canada may be subjected to bombing raids.

The large increase in the number of people who have securities they wish to protect.

The first factor affects the demand only in some parts of the country, but the second is operative right across the Dominion.

Increase of 6% In Life Sales

Figures Above 1941 in All Provinces But Below Preceding Month

Canadians continue to buy life insurance in larger amounts than a year ago. Total sales in Canada and Newfoundland in March at $35.8 millions were 6.5% higher than in the corresponding month last year. They were, however, almost 9% lower than in February. This decline is attributed in some quarters to the diversion of underwriters' efforts to the Victory Loan in the latter part of February and the beginning of March.

All provinces, as well as Newfoundland, showed an increase over last year.

The greatest gain per cent was 40.7 in Saskatchewan, with Newfoundland showing a gain of 38.8%. Ontario sales were up 2% and Quebec 5%.

The figures are supplied by the Life Insurance Sales Research Bureau and are based on the experience of 18 companies representing 85% of the new ordinary life insurance in Canada and Newfoundland. They are exclusive of increases, revivals, dividend additions, reinsurance, etc.

The increase for the first quarter of 1942 over the corresponding period of 1941 is 27%.

Sales in the United States were about 8% lower in March than last year, but the total for the three months shows an increase of 33%.

Life Insurance Sales in Canada and Newfoundland
(000's of $)

	March 1942	March 1941	Change %
Alberta	1,889	1,449	+30.4
British Columbia ..	2,399	2,300	+4.3
Manitoba	2,033	1,943	+4.6
New Brunswick	1,034	931	+11.0
Nova Scotia	1,429	1,250	+14.3
Ontario	15,525	15,213	+2.0
Prince Ed. Island ..	183	164	+11.6
Quebec	9,774	9,302	+5.0
Saskatchewan	1,109	788	+40.7
Newfoundland	501	360	+38.8
	35,876	33,700	+6.5

Sales by Months, 1939-1942
(000's of $)

	1939	1930	1941	1942
Jan.	28,767	33,726	28,326	43,081
Feb.	29,202	31,820	31,500	39,357
Mar.	31,710	30,265	33,700	35,876
Apr.	26,357	32,248	35,398	.....
May	30,123	31,779	36,172	.....
June	32,226	28,530	33,670	.....
July	20,902	28,159	32,681	.....
Aug.	26,494	24,698	29,597	.....
Sept.	34,262	26,156	33,975	.....
Oct.	31,900	31,210	41,740	.....
Nov.	33,034	32,899	44,984	.....
Dec.	34,759	33,727	47,172	.....
Total	368,726	365,217	428,915	.....

Insurance Notes

Overcrowding of warehouse space by manufacturers has brought increased fire hazards to Montreal. Chief Inspector McIsaac of the fire prevention force in that city ascribes the condition to manufacturers who are stocking up large supplies fearing a shortage of materials. Under the city by-laws some windows in every estabilshment must be left clear to give firemen a clear passage in case of fire. The rule is now being broken by many manufacturers who are using up all available floor space for storage.

* * *

W. D. Burden, manager of the Ottawa branch of the Canada Life Assurance Co. has been granted leave of absence to accept a commission in the Royal Canadian Ordnance Corps. Murray L. More has been appointed branch supervisor and will be in charge of the Ottawa branch.

Mr. Burden first became associated with the Canada Life in Oct., 1914. After a period of active service during Great War 1, he returned to the company. Later he became inspector in the eastern Ontario branch. He was then successively assistant manager and manager at Ottawa. Since 1920 he has qualified for the Quarter Million Club on 22 consecutive occasions.

Mr. More joined the Canada Life in 1928 in the head office accounting department. He rose to be district manager at Chicoutimi, Que. in 1937 and returned to Toronto in 1939 where he was engaged in special educational work, prior to his appointment as supervisor at Ottawa.

* * *

John G. Parker, general manager of the Imperial Life Assurance Co. will address the annual seminar of "Current Economic and Social Trends" sponsored by the New York Chapter of Chartered Life Underwriters. Mr. Parker's subject will be "Life Insurance Under War Conditions." The meeting will be held May 15 in New York.

The Wawanesa
Mutual Insurance Company
—Organized in 1896—
Admitted Assets .. $3,310,837.04
Surplus 1,735,148.47
Write for Financial Statement
Ask for Our Booklet "Farming Holds the Key"
Head Office: Wawanesa, Man.
Eastern Office: Toronto, Ont.
Branches at Vancouver, Edmonton, Saskatoon, Winnipeg, Montreal and Moncton.
2,000 Agents Across Canada

NOTICE

Notice is hereby given that the PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY has received from the Department of Insurance, Ottawa, Certificate of Registry No. C-784 authorizing it to transact in Canada the business of Personal Property Insurance, in addition to the classes for which it is already registered.

H. C. MILLS,
Chief Agent in Canada.

United States
Fidelity & Guaranty
Company
TORONTO

DEPENDABLE!
EST. 1884
THE PORTAGE MUTUAL INSURANCE CO.
MUTUAL SERVICE WITH SECURITY
THE SHIELD OF PROTECTION
107

STAUNCH as our fighting men in their resolve to carry through . . . The Portage Mutual, during 58 years of service, has weathered major disaster, economic upheaval and war. These have strengthened the Company by re-kindling its vigorous, pioneer spirit. Today it stands firm and confident, a strong bulwark in Canada's war economy.

FIRE and WINDSTORM

The PORTAGE LA PRAIRIE
MUTUAL INSURANCE COMPANY
PORTAGE LA PRAIRIE, MAN WINNIPEG, REGINA, EDMONTON

R 17850
What do you mean - a REGISTERED ROOF?

THOUSANDS OF USERS IN CANADA

The list of users of Murray Roofs reads like a Who's Who of Canadian industries and institutions. Here is a monitor type roof on the St. Catharines, Ontario plant of the McKinnon Industries Limited, covered with a Murray Registered Roof of Built-Up Pitch and Gravel. Further names of users throughout Canada will gladly be furnished upon request.

WE mean a Murray Built-Up Pitch and Gravel Roof, the entire pedigree of which is registered in the Murray files. Every Murray Roof is made of the finest materials obtainable — processed by skilled workmen—backed by Murray's wide and diversified experience. And the registration of that roof in the Murray files is a constant source of complete data obtained through regular roof inspections by qualified inspectors.

When your architect specifies a Murray Roof, you know that it will outlive its period of guarantee — providing year-round *complete* protection. A Murray Roof, at no extra expense, gives you planned, inspected and *registered* security.

Alexander MURRAY & *Company Limited* — Montreal — Toronto — Halifax — Saint John — Winnipeg — Vancouver . . . Affiliated with Dominion Tar & Chemical Co. Limited (Canada's Largest Manufacturer of Pitch and Creosote).

41-1

B.U.R.-20-3578
MURRAY *Registered* ROOFS
OF BUILT-UP PITCH & GRAVEL

THE FINANCIAL POST

Largest Circulation of All Canadian Financial Papers

Vol. XXXVI | Member of Audit Bureau of Circulations | PUBLICATION OFFICE: TORONTO, APRIL 25, 1942 | 10c a Copy; $5.00 a Year | No. 17

Paper is Needed For Victory

Do not burn or destroy this copy. See that it goes to paper salvage.

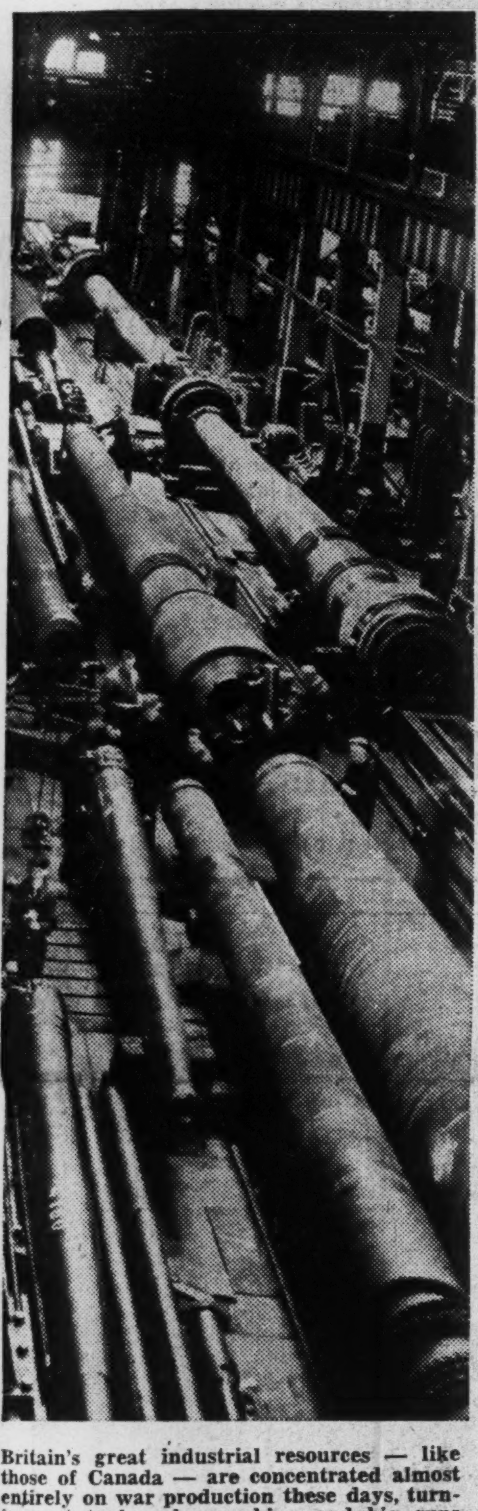
Britain Aspires to Freer Postwar Trade

But Holds to Empire Preference as Ace-in-hole if Idealism Fails

By **STAFF WRITER**

LONDON.—As it looks forward to the post-war world, Britain ponders the kind of economic policies that will shape the affairs of the nations.

Britain's own views are split. Several "schools" preach different trade policies.



Britain's great industrial resources — like those of Canada — are concentrated almost entirely on war production these days, turning out tanks, planes, ships, and big guns like these. But Britain won't always be making guns. After the job has been done, after the enemy has been defeated, her plants will return to the production of consumer goods, and ships will again carry her merchandise across the Seven Seas.

One strong group urges the world to learn the lesson of the great depression; to rid itself of economic nationalism. It urges a more liberalized trade world.

Leadership, they say, must come from Britain and the United States. Having pooled their resources to win the war, they should pool their moral strength to insure world well-being in peace. Start, they say, with Empire-American economic "oneness." Freer trade, freer lending and access for all nations to the capital, the raw materials and the markets of the world would follow.

This is the greatest of the "War Aims" it is argued. It is the meaning and significance of Clause IV of the Atlantic charter, which reads:

> ". . . they will endeavor, with due respect for their existing obligations, to further the enjoyment by all States, great or small, victor or vanquished, of access, on equal terms, to the trade and to the raw materials of the world which are needed for their economic prosperity."

A similar ideal was expressed in the Anglo-U. S. agreement of February 23, 1942. This agreement dealt with lease-lend agreements but it reiterated the programme for "the reduction of tariffs and other trade barriers."

Broad as it is Idealistic

This is a concept as broad as it is idealistic. It may mean the type of "free trade" world in which Hon. Cordell Hull, U.S. Secretary of State, believes and it may be something quite less than that. How it will ultimately be interpreted by the British government that is in power when the war ends is yet to be seen. Here is the view offered some by one high-ranking member of the cabinet, very close to Mr. Churchill:

"We should never have had the tariff race that led up to this war if the United States had taken the leadership in promoting international trade. Successive United States tariffs set the world a very bad example. Other nations were only too willing to follow, because every nation wanted to be self-sufficient.

"Now we are going to be presented with the opportunity of avoiding similar mistakes after this war. The United States, abandoning extreme protectionism, has itself given the world the lead it needs, in the statesmanship of Mr. Hull.

"We in the British commonwealth must encourage and follow up the Hull programme.

"The world offers to the industrial nations and the food-producing nations markets far beyond the most fabulous dreams of living man. In the feeding of Europe, in the rebuilding of its cities and towns, there will be huge markets for the products of factories and farms. In a concerted effort to bring the standard of living of the hundreds of millions of people in India, China, South America and Africa up to something approaching the standard of living of America and Britain, there will be opportunity to create rich markets for all.

"Why should we bicker over small markets when together we can create enormous markets?

"Will we in the Anglo-Saxon world work together for world Abundance or shall we set the example of disputing over Scarcity?"

Only a Pious Wish?

I asked one of the men in a position to know what was the meaning of the phrase in the Atlantic charter that all this would come about "subject to existing obligations." Did that not render the whole programme as only a pious wish?

The phrase was put in, he told me, because of the system of Empire preferences under the Ottawa agreements. Mr. Churchill and Mr. Roosevelt, he said, saw that Ottawa agreements would have to be washed out if a true example of freer international intercourse was to be shown to the world.

But Mr. Churchill could not commit the other self-governing nations of the Commonwealth. He could only hope that they would go along.

The view that Empire Preference and the Ottawa agreements must be wiped out is going to be pressed very strongly. Following the announcement to the world of the Atlantic charter there was a meeting in London of the representatives of the "free" governments of Europe now stationed in Britain's capital. The meeting endorsed the charter but not before the Netherlands Foreign Minister, Dr. van Kleffens, had said:

"The words 'with due respect for their existing obligations' appear to be in the nature of a reservation . . . If the object expressed in this fourth point of the Declaration is to be achieved, such existing obligations should not be perpetuated."

"We shall all have to do away, to some considerable extent, with measures designed to protect existing economic units. This will mean sacrifices for all, though these sacrifices will be worth the price if, as we confidently anticipate, greater national and international stability and greater prosperity is the result.

"Since in the economic field protection engenders protection, there should not be left in being, in our opinion, important exceptions."

Here it Becomes Acute

It is right at this point that the controversy over postwar trade policy becomes most acute. Around Mr. Churchill, and among his economic advisers, are some of Britain's most influential free traders, people who have scoffed at Britain's food tariffs and the whole system of Ottawa agreements as economic folly.

But around Mr. Churchill, too, are very powerful groups to whom the Empire trade ideal is still a flaming torch to be carried with the zeal of a Joseph Chamberlain. At least two of them are so close to the ministry as to indicate that the cabinet is by no means united on the Hull programme.

One minister went so far as to say that he thought that the Hull programme threatens the very existence of the British Commonwealth of Nations. "Mr. Hull," he said, "does not appreciate that in the Ottawa agreements we have merely sought to give our vast empire the same concrete commercial unity that the various states of America have given to themselves."

As the voice of the stubborn zealots for Empire Preference, the bulletins of the Empire Industries Association may be cited. The chairman of the executive committee of this association is Lord Croft, Undersecretary for War, and the president is Rt. Hon. L. S. Amery, Secretary of State for India.

One recent bulletin dealt item by item with Mr. Hull's five "Peace Principles" broadcast in May last year.

The Empire Industries Association is critical of all five principles and it concludes:

"The principles which the British Empire must follow are, first, that we owe a duty to those at home who have undergone the trials and hardships . . . secondly, that we owe the same duty to our fellow subjects in every part of the Empire who have stood at our side . . . and, thirdly, we owe the same duty to our friends. . . ."

"We MUST Discriminate"

The association's latest bulletin is critical of the February 23 agreement.

The Two Extremes

Thus at two extremes stand the school favoring a liberalized trade world, on the pattern drafted by Mr. Hull, and the "hands off Empire preference" school.

Between them is another very vocal group, supposedly led by John Maynard Keynes, H. D. Henderson and Geoffrey Crowther, whose views have been summarized as follows:

"Because of the liquidation of her foreign assets, Great Britain at the end of the war will be faced with a shortage of foreign exchange, mainly dollars. At the same time, many of the countries from which she will wish to purchase raw materials will have greatly developed their manufacturing industries during the war, and at the close of the war will in all probability attempt to protect these industries by tariffs. Consequently, Britain will find it difficult to pay for the imports that she will need because her 'invisible' exports will have shrunk and barriers will be erected against her visible exports.

"To counteract this trend, Keynes, Henderson, et al, argue that it will be necessary for Great Britain to make a series of bilateral agreements with the major raw material producing countries of the world, by which Great Britain will only agree to purchase exports from these countries if they in turn undertake to purchase a substantial amount of Britain's exports."

There are the three major lines of thought in Britain in respect to post-war trade policies. Which view will prevail?

Which Will Prevail?

Much will depend upon the United States. If the administration and the Congress which are in power after the war take their lead from Mr. Hull and from the Atlantic Charter; if they give world leadership in lower tariffs; if they find a way to use American gold to rebuild the monetary systems of insolvent countries; if they encourage loans for reconstruction of nations and food gifts for rebuilding human bodies; then Britain will gladly—and preferably—pursue similar commercial policies.

Britain would prefer an Empire-American trade federation, not as an exclusive English-speaking economic preserve, but as the foundation of a modernized world, transformed by modern communications and freed by a liberal peace; a world able to consume all the world can produce.

But if the United States again withdraws from the world, then Britain will be unable, alone, to create a liberalized, trading world. She will have to play the ace of Empire Preference; the ace of a restored Sterling area and the ace of bilateral trade agreements.

But the first choice will be for a prospering world, rebuilt on Mr. Hull's programme, and led to a new era of abundance by Empire-American co-operation.

Here's a cargo of British goods being loaded for New York under the alert eyes of Home Guard sentries. The war has greatly reduced the stream of British goods which used to flow to overseas markets. They believe the post-war period will see fewer trade barriers in the world, and hope that freer exchange of trade will help them re-establish the economic position of their nation.

New Vigor For Canada's Voluntary Recruiting System

Selective Service Order, Plus New Civilian Organizations, Revives the Tide of Fighting Volunteers

"Gentlemen in Battle Dress" are these Canadian recruits, swinging along on the drill ground. Tough now, they'll be tougher when they complete their training, as the enemy will find out. Voluntary enlistments in Canada have been running at the rate of 350 a day, which adds up to 100,000 a year, have recently given evidence of an even greater pace.

By **KENNETH R. WILSON**

Two basic factors underly the success of Canada's current recruiting drive:

The National Selective Service Organization, and

The co-ordination of army recruiting with civilian organizations.

Together, the two organizations have brought a mighty flood of volunteers to Canada's active and reserve armies, have accomplished this at a time when recruiting might normally be declining. By making it clear that Canada and its government mean business, the Selective Service Order gave a tremendous stimulus to the volunteering spirit. The civilian organizations have capitalized on that spirit, added to it, harnessed it effectively.

Behind the recruiting figures given in the House of Commons recently by Hon. J. L. Ralston, Minister of National Defense, is an important story of Canada's first attempt to link the civilian and army recruiting effort in a co-ordinated, nation-wide programme.

Canada's "regular" army needs men. It has been getting them at the rate of 350 a day—a rate which if maintained will produce 100,000 voluntary enlistments in a year. This is apart from the number of men called monthly under the Mobilization Act. It is apart from enlistments in the Reserve Army.

If this rate is maintained it will be due in large measure to the impetus given the work of local District Recruiting Officers throughout Canada by a new national organization formed last year under Col. James Mess. Col. Mess is executive assistant or adviser on recruiting to the Adjutant-General (Brigadier Letson). His title is Civilian Director of Recruiting. His job is to supplement and assist the work of army D.R.O.'s and to develop and maintain civilian support for army recruiting on a planned, country-wide basis.

Took Shape Last Summer

The plan first took shape in mid-summer, 1941. A national advisory campaign committee was formed for the recruiting drive then in progress. This committee met to discuss the need for more co-ordination in recruiting effort and a better liaison between the army and civilian groups. The group included Joe Clark who had handled Air Force public relations since the early days of the war; John Grierson, brilliant master of the documentary film; Peter Aylen of C.B.C.; Walter Herbert and Claude Melancon of the Department of Public Information.

On recommendation of the committee, Col. Ralston, Minister of National Defense enlisted the services of Col. James Mess as civilian director of recruiting. Col. Mess came to Ottawa last fall. From his size-up of the problem emerged a two-fold sales "programme" designed to "get across" the army's story in a way which would bring results and at the same time remove obstacles which stood in the way of all-out public understanding and acceptance of "The Gentleman in Battle Dress."

A National Campaign

Basically the plan is national rather than local in character. Individual army recruiting organizations in each military district still carry on "local" recruiting campaigns geared to regional requirements. There are also simultaneous recruiting campaigns on behalf of Canada's reserve army and for air and navy personnel. (Actually the navy and the air force have done little "public" recruiting as yet since both services still have "pools" from which they can draw as they need additio[illegible] men. Recruiting for the reserve army has recently taken on new drive following the recent plan which links certain reserve units in each military district into "brigade" troops and gives these units a new and important "functional" job in home defense. Some effort is now being made to co-ordinate reserve recruiting along the general lines of the Mess programme.)

In essence, this national blueprint for army-civilian co-operation is built around a few fundamental principles — the seriousness of the war, the realization that we are in for a long war and that to win it, "The Army (not the government or a certain political party) Needs Men."

"Glamorizing"

Keynote of the new approach is: "The Gentleman in Battle Dress."

It is no secret, for example, that this new approach had much to do with the plan to give the army a new "walking out" uniform. The battle dress, it had long been recognized, is a working suit of clothes, comparable in some degree to the overalls which airmen don in action. The lack of a "second suit" of clothes and lighter shoes for off-parade wear were a definite handicap to wider acceptance of Canada's new army. The Mess programme helped to bring this and similar problems into focus; greatly speeded a solution.

One of the "little" things which received attention was the need for improved medical facilities and examination methods at recruiting depots. It was found that many of the facilities were not up to army standards. Here it was a matter of making sure that the recruit who was rejected did not go back home with a poor impression of army methods and facilities.

Bring in Employers

Another important approach which was given careful study and attention was the relation of employers and employees in industry to the army's needs and opportunities.

In approaching employers, it was realized that general recruiting in the plant would not be desirable and would probably result in confusion and disorder. But it was realized that there is still a large pool of "eligibles" in industry who under compulsory service would probably be withdrawn with little regard to the convenience of the employer. Ultimately eligible men would have to be released. Many might be released now and replaced, by stages, with less confusion than at a later date.

Plans were devised for employer co-operation in classifying employees in series of age groups so that the most eligible employees would be approached by the recruiting staff. These men, it was felt, would fall into one of three classes:

(a) Those who could be replaced immediately by men not of military age or not of medical standard.

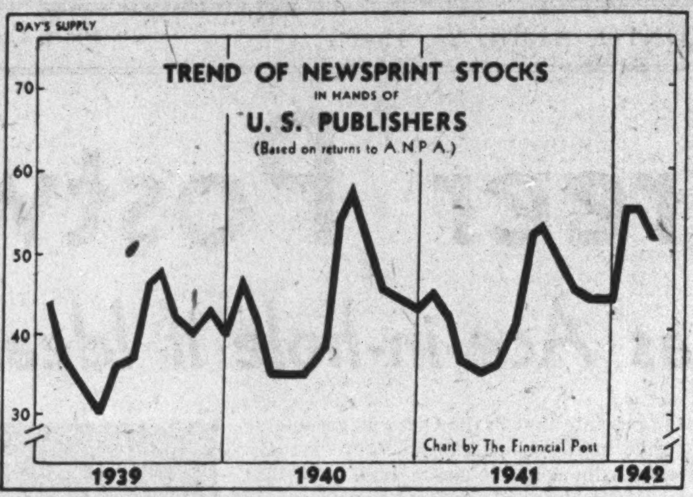
(b) Those whose replacement would require a lapse of time. (They could be approached, attested and then released by the army on leave without pay for the necessary few days while substitutes were found.)

(c) Men with training and experience (not key men) and for whom a substitute would have to be found and trained. (Such

(Continued on page 37)

U. S. Publishers Stocking Up on Paper

Accumulation of Stocks Going On Since Last July



This chart plainly indicates that because of the wartime uncertainties of supply, U. S. publishers are taking the precaution of increasing the stock of newsprint they have on hand and that this trend has been under way since the outbreak of war in Europe. Note that their stocks are higher now than at this date in the preceding years shown. Reports that newsprint production in Canada may have to be curtailed so more electric power can be made available for aluminum production will probably emphasize the trend.

By **JOHN E. LANGDON**

MONTREAL — Accumulation of newsprint paper stocks by U. S. publishers has been going on since last July.

About last July the American publishers came to the conclusion it would not be a bad idea to have some extra stocks of newsprint lying around "just in case."

There were reasons for such action—possible short supply, transportation difficulties in prospect, restriction in use of materials, etc., and a good deal of unofficial speculation over possible rationing.

Even before that time publishers had started to build up more than normal supplies. This was purely precautionary. From a normal supply, equivalent to around 35 days' requirements, the publishers soon passed the 40 day mark.

This advance was not considered anything out of the ordinary. Because of war conditions it was to be expected consumers would carry more paper than normally. It was felt in trade circles that an extra 10% in stocks was quite normal and not calling for special concern.

Since last July the rate of growth of stocks has been accelerated, stimulated in the last four months by the possibility of a $3 a ton price increase.

At the end of last month the apparent supply of newsprint paper in the hands of U. S. publishers totalled 629,778 tons.

A year ago apparent stocks totalled 402,663 tons and two years ago only 366,566 tons.

Consumption has not increased to a point sufficient to warrant the increased stock pile. As a matter of fact consumption of newsprint paper in the United States last month was less than in March, 1941, yet stocks of paper held by the publishers increased 227,000 tons, or by more than 50%.

Obviously, then, the American publishers are accumulating stocks against a rainy day.

The manner in which stocks of paper have accumulated in the hands of the American publishers is set out clearly in the table below:

North American Newsprint Stocks
(In short tons)

	Operators	Publishers	Total
1937†	267,830	355,486	623,316
1938†*	285,004	601,026	896,030
1939†	298,139	364,688	662,827
1940	319,733	366,566	686,299
1941:			
Jan.	262,689	446,534	709,223
Feb.	274,876	435,706	710,582
Mar.	293,559	402,663	696,222
Apr.	279,827	392,813	672,640
May	280,167	390,305	670,472
June	271,619	400,714	672,333
July	258,439	449,447	707,886
Aug.	255,095	476,514	731,609
Sept.	252,216	492,743	744,959
Oct.	257,029	498,247	755,276
Nov.	232,656	512,693	745,349
Dec.	200,757	521,508	722,265
1942:			
Jan.	229,837	568,242	798,079
Feb.	255,671	598,222	853,893
Mar.	247,507	629,778	877,285

†Position as at end of March.
*Reflects accumulation of stocks previous to price increase.

There are two points of significance in this table, other than the piling up of publishers' stocks.

In the first place it will be noticed that over-all stocks—publishers and manufacturers—were kept on a remarkably even keel up to the end of 1941. Since then the over-all total has tended to increase rather sharply.

Indications are that until the past quarter manufacturers were able to adjust production more closely in line with actual consumption. On the other hand stocks normally are rather high at this period, tending to drop off as the season of navigation opens and the need for warehousing supplies lessens.

Mills' Position Stronger

The other point of special interest is the manner in which the mills have kept a close rein on their stocks. Naturally there is a certain amount of accumulation during the winter months, especially at those mills which are entirely or largely dependent upon water transportation. Invariably mill stocks increase in the first quarter. That has been the case this year.

Looking at the long trend, the mill supply situation is in healthier shape now than it has been for a long time. For instance, mill supplies at the end of March in each of the five years from 1937 to 1941 averaged very close to 300,000 tons. At the end of last month, the supply was less than 250,000 tons.

It might be argued this 50,000 tons which the mills ordinarily carry has simply been transferred to the U. S. publishers' warehouses. Even allowing for that, the over-all picture still reveals that stocks are high; certainly higher than present consumption would justify. However, and as already pointed out, due allowance should be made for war conditions justifying the publishers in carrying larger than normal stocks.

Still Under Control

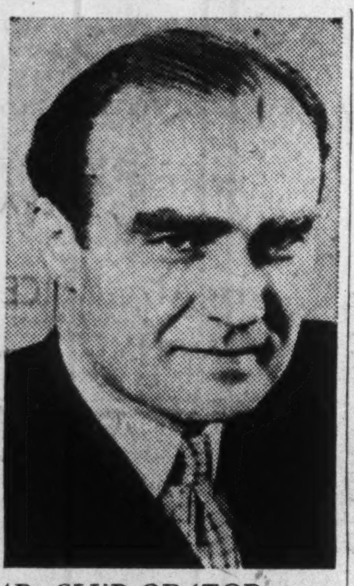
Considering these stocks, particularly those in publishers' hands, from the point of view of their possible effect on future mill operations, there is little likelihood of the 1937 situation being repeated. At that time the publishers forewarned of a price increased by the manufacturers themselves stocked up heavily. After the price increase went into effect, the publishers drew upon their heavy stocks. It required several months before the surplus was liquidated and manufacturing operations returned to normal.

This time the situation is not as bad. Moreover, a different set of conditions exist. Throughout the rest of the war the U. S. publishers undoubtedly will carry better than normal stocks as a protective measure.

Could Cause Trouble

The accumulation of paper over and above the new protective basis might cause some embarrassment later if consumption fell off sharply or there was any move to ration paper. While the trend of consumption so far this year has given the newsprint manufacturer no cause to cheer, still there is no prospect of rationing at least as far as the supply of paper is concerned.

Naturally the manufacturers would feel easier in mind, in considering the future, if publishers' stocks were not so large. However, as yet, they do not constitute a threat to stability of operations. That will develop only if the present trend of accumulation continues unchecked.



AD. CLUB ORATOR

Henry R. Luce, of New York, publisher and editor of the magazines Fortune, Time and Life, is to make his maiden speech in Canada before the annual dinner of the Advertising and Sales Club of Toronto, April 28, at the Royal York Hotel. A former Oxford student Mr. Luce will discuss the United Nations' military, economic and political objectives.

Inter. Paper Boosts Output

From Our Own Correspondent

MONTREAL. — International Paper Co. and its subsidiaries produced 2,653,800 tons of paper, paperboard and pulp in 1941. This contrasts with 2,275,001 tons in 1940, an increase of over 16%.

The Canadian mills produced 813,638 tons, as against 767,449 tons the year before. Breakdown of production in the United States and Canada by types and products for the two years follows:

United States:	1941	1940
	Tons	
Kraft board (unbl.)	835,487	673,019
Kraft wrapping	199,618	191,753
Kraft paper (blch.)	129,439	109,420
Kraft spcl. (unbl.)	103,883	64,945
Kraft pulp	98,769	108,742
Total kraft	1,367,196	1,147,879
Ground papers	198,449	187,076
Bond papers	171,234	117,393
Other products	103,283	55,204
Total U. S.	1,840,162	1,507,552
Canada:		
Newsprint	518,232	540,851
Rayon pulp	123,772	130,314
Other sulphite	107,046	85,314
Corr. board	49,231	......
Other grades	15,357	11,154
Total Canada	813,638	767,449
Grand total	2,653,800	2,275,001

Sulphite pulp production as set out in the table includes tonnage shipped to the company's northern United States mills for their own use, amounting to 66,394 tons in 1941 and 53,961 tons in 1940.

The tonnage figures do not include the company's output of converted products, such as corrugated kraft shipping containers, paper bags, etc., manufactured for the most part from paper and board produced at the company's own mill.

Pulp and Paper Trade Reaches Record Level

From Our Own Correspondent

MONTREAL. — Contribution by the pulp and paper industry to Canada's export trade reached record levels in the first quarter of 1942. The value of pulp and paper exports amounted to $65.8 millions and compared with $50.7 millions in the like period of last year, an increase of 21%. During the first quarters of 1940 and 1939 exports totalled $45.4 millions and $33.8 millions, respectively.

The increase in paper exports during the past quarter, principally newsprint, was considerably wider than that in pulpwood or in woodpulp, the three months total of $39.6 millions exceeding a year ago by over 28%.

Pacific Paper Mills Face Oil Rationing

From Our Own Correspondent

VANCOUVER. — British Columbia's pulp and paper industry may be affected by fuel oil rationing, and during the next few months every mill on the coast will be required to take every possible measure of conservation.

As a result of tanker losses, the increasing requirements of the war effort, and enemy occupation of sources in the southwest Pacific, Canada has been forced to cut consumption of all petroleum products. On June 1 fuel oil is to be rationed in B.C. with deliveries to all commercial buildings, institutions, schools, hotels and apartment houses cut off.

Depend on Tankers

The fact that almost 100% of British Columbia's oil requirements come by tanker has underscored the necessity for conservation.

Under the present programmes first call on oil in B. C. is from the navy and merchant marine. Then follow the various branches of the fighting forces, shipyards, aircraft factories and other plants engaged in essential war work. The railroads are also in a high category.

A survey is being made to determine whether 165 commercial and industrial plants in B. C. can convert their heating and power systems from oil to coal or some other fuel.

The pulp and paper mills consume 20 million gallons of fuel oil annually, at a cost of around $1 million. They are the biggest single industrial group consuming fuel oil.

Hogged Fuel Used

The mills have already made progress in curtailing consumption of fuel oil by substituting the bark and other waste material cut from sawlogs, which is known as "hogged fuel."

Powell River Co., largest newsprint producer on the coast, uses about 80% hogged fuel in its furnaces. However, mill executives state that to use hogged fuel entirely would be difficult if not impossible, because of the wide variation in the head of steam required, and the ease with which this is regulated by the use of oil.

Pacific Mills, Ltd., at Ocean Falls, is understood to use 100% oil. B.C. Pulp & Paper Co. two mills use a fairly large proportion of hogged fuel. None uses coal.

Officials of the Oil Control Board say that there is no intention to order an arbitrary reduction in fuel oil until such time as it has been clearly established that the pulp and paper mills can continue operation with some other fuel without loss of production, inasmuch as pulp and paper mills are regarded as a vital phase of industrial activity.

Newsprint Sales To U. S. Increase

From Our Own Correspondent

MONTREAL.—Canadian newsprint mills provided the United States with 72% of its newsprint requirements in the final quarter of 1942. This contrasts with 67% for the like period a year ago.

There was no change in the proportions of supply provided by the Newfoundland mills in the past quarter, the figure remaining stationary at 5%. American mills, on the other hand, provided only 23% against 28% in the first quarter of 1941.

U. S. Names Board On Pulp, Paper

From Our Own Correspondent

MONTREAL. — A 20-member pulp and paper advisory committee has been set up, according to announcement by United States War Production Board.

The committee will advise W. P. B. on development of the allocation programme recently set up for all wood pulp, on chlorine curtailment affecting the paper industry and on newsprint problems growing out of future transportation shortages and possible diversion of power in Canada from newsprint mills to aluminum production.

It's in the BAG!

"In the bag" is a modern way of saying the situation is well in hand . . . and it certainly applies when you entrust your finishing problems to Thorp-Hambrock, who specialise in industrial finishes.

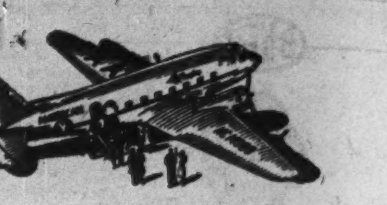
Over a period of years, Thorp-Hambrock have developed countless paint, varnish, lacquer and enamel finishes to meet the varying conditions found in Canada's industrial plants.

Follow the example of Canada's leading manufacturers—turn your finishing problems over to Thorp-Hambrock and benefit by the experience of a company of specialists.

Call in the THORP-HAMBROCK MAN . . . He's a Specialist!

THORP-HAMBROCK CO. LIMITED
MONTREAL
TORONTO

THORP-HAMBROCK
Industrial
LACQUERS • VARNISHES
ENAMELS • PAINTS
and
"CELLON" Aeroplane
Protective Finishes


FLAGSHIP SERVICE
TO PRINCIPAL U.S. CITIES

NEW YORK—Fast service daily via Buffalo at 10:30 am (Daylight Saving Time). Excellent returning service. Customs clearance at Buffalo.

CHICAGO—Convenient daily service to Chicago, St. Louis, Oklahoma, Texas and other points west and northwest.

NEW ENGLAND—Boston, Hartford, Providence, New Haven and Bridgeport are but a few hours and minutes away by Flagship.

WASHINGTON—Only 4 hours. Daily service to Cleveland, Pittsburgh and Baltimore.

CALIFORNIA—Excellent service to Texas, Arizona, Los Angeles and the Pacific Coast via the Southern Route. Overnight skysleeper service and scenic daylight flights.

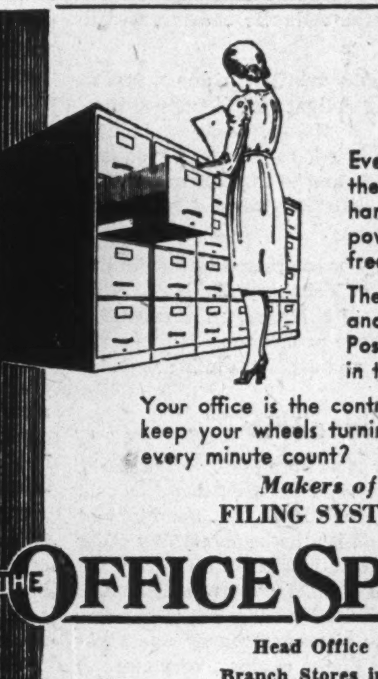
• • •

Customs clearance at Buffalo.

• • •

For reservations, call Waverley 4661. Ticket Office: Reford Bldg., 36 Wellington West, Toronto.

AMERICAN AIRLINES
ROUTE OF THE FLAGSHIPS


Time Counts!

Every day, every hour, every minute counts in these days when the very life of each individual, industry and civilization itself, hangs in the balance. Every moment gained is a setback to the powers that would black-out man's hard-gained liberty and freedom.

The wheels of industry are speeding faster and faster to build and equip our armies, our armadas of land and sea and air. Possibly your business too is doing its part directly or indirectly in this great effort.

Your office is the control-room of your business. Is it equipped with the tools to keep your wheels turning with the greatest possible efficiency? Are you making every minute count?

Makers of "Tools of Industrial Control"
FILING SYSTEMS AND OFFICE EQUIPMENT

THE OFFICE SPECIALTY MFG. CO. LIMITED

Head Office and Factories: NEWMARKET, Ont.
Branch Stores in Canadian Cities from Coast to Coast

Abitibi Power & Paper Company, Limited
TORONTO, ONT.

Owning directly or through subsidiary companies, mills at

Beaupre, Que.
Pine Falls, Man.
Sault Ste. Marie, Ont.
Iroquois Falls, Ont.
Smooth Rock Falls, Ont.
Fort William, Ont.
Port Arthur, Ont.

Newsprint
Groundwood Pulp
News Sulphite Pulp
High Grade Bleached Sulphite Pulp

NATIONAL STEEL CAR Corporation Limited

AIR CRAFT DIVISION at Malton, Ontario

•

Fully equipped for manufacture and production of the most modern aircraft

Modern Builders of Railway Passenger Cars—Freight Cars—Snow Plows—Street Cars—Air Dump and Industrial Cars of all descriptions. Automobile Chassis frames and Parts — Steel Pressings — Forgings — Drop Forgings.

Manufacturing Agents for LaPlant-Choate Mfg. Co. Inc., Cedar Rapids, Iowa, leading manufacturers of tractor equipment for earth and snow removal.

Head Office: HAMILTON, ONT.
Sales Office: 437 St. James Street
Montreal, Quebec

EVERY VOTER IN CANADA
should make sure to get out and....
VOTE
ON
APRIL
27th
Polls open from
8 a.m. to 8 p.m.
DAYLIGHT SAVING TIME
Issued under authority Department of the Secretary of State, Ottawa.

BURT

SPEEDISETS

enable your clerks to do more work in less time.

Every moment saved in business today may be used to speed our war effort. Let us show you how to accelerate your work.

BURT BUSINESS FORMS LIMITED
WESTERN SALES BOOK CO. LIMITED
Offices in all Principal Cities
Subsidiaries of
MOORE CORPORATION LIMITED
Toronto, Canada

Buy War Savings Certificates

ACCOUNTANCY
AND ALLIED SUBJECTS

The Shaw Higher Accounting Courses by Mail prepare for all accounting positions. Choose the Shaw Course. 40 years of success. 500 expert accountants for reference. The broader your knowledge the better qualified you are for advancement when the opening occurs. Course is planned in 3 sections—we can catch step with you at any stage and guide you to the top. Allied subjects include: Cost Accounting, Auditing, Corporation Finance, Practical Banking, Business Administration, Secretarial Practice, Economics, Commercial Law, etc.

Write for Catalogue, Shaw Schools, Dept RC-79 Bay and Charles Sts. Toronto, Ont.

Envelopes
for every purpose
Barber-Ellis
of Canada, Limited
TORONTO - BRANTFORD
BRANCHES FROM COAST TO COAST

SYSTEMATIC SAVING BEST

Determine the amount of money you intend to save, and budget your controllable expenses accordingly. We'll help you: Open a Savings Account with us. Your money will be available at any time it is required. When you subscribe to a war purpose or a government loan, issue your cheque and keep within your budget.

CANADA PERMANENT
Mortgage Corporation
Head Office, 320 Bay St., Toronto
Assets Exceed $66,000,000.

HOWEVER YOU TRAVEL . . .
CARRY YOUR MONEY SAFELY
Canadian Pacific Express
TRAVELLERS CHEQUES

ROBINTEX
SUITINGS
IF YOU WANT A SUIT THAT WILL MAKE-UP WELL - WEAR WELL - AND KEEP ITS SHAPE
Regd Trade Mark
GUARANTEED BRITISH MANUFACTURE
also MILITARY CLOTHS for Officers' Uniforms
Army - Navy - and Air Force
ASK YOUR TAILOR FOR ROBINTEX

THE ONTARIO LOAN AND DEBENTURE CO
LONDON, CANADA
Established 1870
DEPOSITS ACCEPTED 5-YEAR DEBENTURES ISSUED
Deposits and Debentures (31 Dec., 1941), $12,531,188

J. P. LANGLEY & CO.
C. P. Roberts, F.C.A., W. F. Houston, A.C.A.
CHARTERED ACCOUNTANTS
TORONTO KIRKLAND LAKE

Company Reports

Disher Steel

Disher Steel Construction Co. experienced higher volume of business for the first three quarters of 1941, but in the last quarter a slight decline was noted due to gradual increase in requirements for steel for war purposes more essential than building construction. The company is trying to obtain other types of work less likely to be affected by war restrictions.

Net operating profits in 1941 are moderately above those of 1940, but heavier taxes result in $2.58 a share earned on the class A preferred compared with $3.05 a share in 1940. Arrears on this stock amounted to $9 a share at Nov. 1, 1941.

Clark E. Disher, president, however, points out that more accurate comparison would allow for the additional excess profits tax provision for 1940 that has resulted from recent decision of the board of referees. Giving effect to this, 1940's net profit would have been $23,123 instead of $38,123, leaving per share earnings on the class A preference at $1.85 instead of $3.05 as was reported a year ago.

Income and Surplus Account Years Ended Dec. 31	1941	1940
	$	$
Net oper. earnings	80,298	75,452
Less: Depreciation	9,923	10,455
Income & E. P. taxes	38,000	26,810
Loss on invest.	......	64
Net profit	32,376	38,123
Less: Preferred divds.	18,760	18,760
Surplus for year	13,616	19,363
Add: Prev. surplus	48,580	29,217
Less: Addit. 1940 taxes	15,000	......
Earned surplus fwd.	47,195	48,580
Earned per share:		
Preferred	$2.58	$3.05
Paid	1.50	1.50
Common	0.60	0.86
Working Capital	$	$
Current assets	253,199	243,785
Current liabilities	74,871	71,728
Working capital	178,328	172,057
Balance Sheet Changes	$	$
Cash	34,992	14,839
Investments	75,094	......
Accounts receivable	51,733	96,595
Inventories	91,381	120,476

Anglin-Norcross

Anglin-Norcross Corp. reports a broad expansion in operations and revenues in 1941. Net profit available on the capital stock amounted to $10,106, as against $48,401 the year before. After provision for dividends on the preferred, which were not paid, earnings on the common were equal to $14.40 a share, as against $3.08 in 1940. In each case the 1940 figures cover only the 10 months period to Dec. 31, the fiscal year having been changed to coincide with the calendar year.

A feature of the balance sheet is the redemption of 25,057 preferred shares during the year, leaving the amount outstanding at $312,650, as against $563,220 a year ago.

In his report to shareholders Henry J. Gross, president, states that during the past year construction to accommodate war industries reached unprecedented proportions. While hesitating to predict the course of business for the company during the current year, he said a fairly substantial amount of uncompleted contracts have been carried forward by the company.

Income and Surplus Account Years Ended Dec. 31	1941	1940
	$	$
Total earnings	324,359	109,165
Less: Exec. remun.	22,250	21,000
Directors' fees	3,200	2,600
Legal fees	400	61
Inc. & E. P. taxes	188,402	37,103
Net profit	110,106	48,401
Add: Prev. surplus	222,384	165,940
Reserves	189,768	......
Other surplus	......	12,597
Less: Tax adjust.	......	4,014
To cap. surplus	250,570	540
Earned surplus fwd.	271,691	222,384
*10 months to Dec. 31.		
Earned per share:		
Preferred	$3.52	$0.86
Common	14.40	3.08
Working Capital	$	$
Current assets	1,655,738	2,032,355
Current liabilities	932,146	1,175,309
Working capital	723,592	857,046
Balance Sheet Changes		
Cash	354,908	67,712
Investments	293,485	524,253
Accounts receivable	1,006,744	1,436,613
Accts. payable	740,007	1,140,150
Preferred stock	312,650	563,220

Inter. Metal Industries

International Metal Industries Ltd. had record sales volume in 1941, according to W. E. Maun, vice-president and general manager. Selling prices were firm, resulting in a substantial increase in earnings before depreciation and income taxes. After these charges, the company reports a balance of $3.24 a share available for its class A stock against $3.22 a share in 1940. Arrears on the two classes of preference stock were reduced to $10 a share.

In both Canada and the United States efforts of all plants are being directed increasingly to manufacture of war products. This has made necessary substantial expenditures on plant and equipment.

Income and Surplus Account Years Ended Dec. 31	1941	1940
	$	$
Operating profit	2,140,760	1,614,667
Add: Other income	58,248	61,400
Total earnings	2,199,008	1,676,067
Less: Exec. remun.	103,781	93,500
Directors' fees	3,000	......
Legal fees	31,784	38,931
Depreciation	318,834	190,309
Inc. & E. P. taxes	860,000	475,000
Net profit	881,609	878,327
Less: Preferred divds.	542,460	881,497
Surplus for year	338,149	*3,170
Add: Prev. surplus	1,187,632	1,190,802
Earned surplus fwd.	1,526,781	1,187,632
*Deficit.		
Earned per share:		
Preferred	$19.50	$19.43
Paid	12.00	18.00
Class A	3.24	3.22
Working Capital	$	$
Current assets	7,331,592	6,472,305
Current liabilities	2,781,908	1,881,274
Working capital	4,549,684	4,591,031
Balance Sheet Changes	$	$
Cash	1,792,273	1,581,879
Inventories	3,593,854	3,027,226
Bank loans	300,000	600,000
Fixed assets	3,164,032	2,588,108
Less: Depreciation	1,191,769	908,052

Inter City Baking

Inter-City Baking Co. and subsidiaries report expansion in operating profits during the year ended January 31, 1942. The improvement was carried forward into net profits which amounted to $114,893, or $5.43 a share. This contrasts with $84,962, or $4.01 a share the year before.

Income and Surplus Account Years Ended Jan. 31	1942	1941
	$	$
Operating profit	405,974	337,842
Add: Other income	17,907	15,203
Total earnings	422,882	352,045
Less: Exec. remuner.	30,111	34,911
Directors' fees	576	800
Legal fees	600	711
Depreciation	140,000	115,000
Interest	58,286	60,600
Income & E. P. taxes	78,000	56,000
Bond premium	413	......
Net profit	114,893	84,962
Less: Common divds.	63,435	63,435
Surplus for year	51,458	21,617
Add: Prev. surplus	434,600	413,072
Earned surplus fwd.	486,058	434,600
Earned per share:		
Common	$5.43	$4.01
Working Capital	$	$
Current assets	775,741	676,837
Current liabilities	259,000	234,274
Working capital	516,741	442,563
Balance Sheet Changes	$	$
Investments	150,148	98,212
Inventories	112,806	79,299
Funded debt	1,041,500	1,085,500

Can. Colonial Airways

Expansion in operations of Canadian Colonial Airways Ltd. is reflected in both gross and net income. Earnings from all sources last year at $320,887 compared with $295,286 the year before. Net profit at $19,485 was equal to 19.4 cents a share on the common stock, compared with $449, or .04 cents for 1940.

In his report to the shareholders J. E. Savard, president, stated the company sold in January its Douglas DC-2 and all parts for same for $50,000 U.S. funds.

Income and Surplus Account Years Ended Dec. 31	1941	1940
	$	$
Operating profit	316,786	293,686
Add: Other income	4,100	1,600
Total earnings	320,886	295,286
Less: Oper. expenses	280,997	284,100
Interest	544	......
Income & E. P. taxes	12,384	732
Bad debts	1,931	186
Exchange loss	5,208	9,665
Sale of assets	337	......
Miscellaneous	......	208
Add: Profit assets sold	......	55
Net profit	19,485	449
Add: Prev. surplus	12,542	12,092
Earned surp. forward	32,027	12,542
Earned per share:		
Common	$0.19	$0.04
Working Capital	$	$
Current assets	305,870	183,257
Current liabilities	120,006	49,283
Working capital	185,816	133,974
Balance Sheet Changes	$	$
Cash	87,196	78,618
Investments	124,312	83,562
Accounts receivable	84,593	20,464
Fixed assets	193,900	185,110

G. W. Hendershot

G. W. Hendershot Corrugated Paper Co., Hamilton, reports dollar sales volume highest in its history for 1941 and 25% above 1940. The company's plant operated to the fullest extent that available materials would permit in the closing months of last year.

Due to the war, requirements of some customers have been curtailed but to date this has been more than offset by direct government orders and generally increased demand from the majority of the company's outlets.

Net profits in 1941 were equivalent to $1.10 a share on the 30,000 common shares against 87 cents in 1940.

Income and Surplus Account Years Ended Dec. 31	1941	1940
	$	$
Operating profit	94,430	70,802
Add: Other income	......	808
Total earnings	94,430	71,610
Less: Exec. remun.	21,736	19,119
Directors' fees	400	300
Depreciation	11,950	10,505
Interest	470	519
Income & E. P. taxes	26,767	16,895
Net profit	33.106	24,,272
Less: Common divds.	9,000	9,000
Surplus for year	24,106	15,272
Add: Prev. surplus	73,784	63,541
Tax adjustment	1,936	......
Less: Goodwill w/o	14,330	......
Organ. exps. w/o	8,848	......
Adjustments	......	5,029
Earned surp. forward	76,649	73,784
Earned per share:		
Common	$1.10	$0.81
Paid	0.30	0.30
Working Capital	$	$
Current assets	158,024	112,741
Current liabilities	94,258	69,582
Working capital	63,766	43,159
Balance Sheet Changes	$	$
Cash	19,009	6,774
Investments	4,975	7,012
Accounts receivable	77,146	58,003
Inventories	56,893	40,951
Bank loans	......	1,000
Funded debt	7,000	9,000
Fixed assets	141,804	129,682
Less: Depreciation	60,798	48,797

Can. Locomotive

With most of the plants engaged in war work, covering supplies and armaments for both army and navy, the financial statement of Canadian Locomotive Co. for 1941 reveals an income of $565,909, as against $485,705 the year before. Net profit, after all charges, amounted to $155,493, equal to $3.90 a share on the capital stock. This contrasts with a profit of $28,311, or 71 cents a share the year before.

In his report, William Casey, president, said while no locomotives were delivered in the year, some profit was included from the work in process, as delivery of locomotives started in January of this year and is now continuing. Total orders, he added, cover 61 locomotives, the largest number on the books for some years.

Income and Surplus Account Years Ended Dec. 31	1941	1940
	$	$
Operating profit	565,909	485,705
Add: Other income	1,290	981
Total earnings	567,199	486,686
Less: Exec. remun.	55,424	54,583
Directors' fees	1,200	1,650
Legal fees	457	413
Depreciation	118,819	87,441
Interest	94,023	62,688
Income & E. P. taxes	133,000	101,600
Loss asset sale	8,086	......
Loss bond sale	687	......
Contingencies	......	150,000
Net profit	155,493	28,311
Less: Prev. deficit	126,722	155,033
Add. deprec.	82,019	......
Add: Trans. cont. res.	75,000	......
Earned surp. forward	21,752	*126,722
*Deficit.		
Earned per share:		
Common	$3.90	$0.71
Working Capital	$	$
Current assets	2,760,529	1,142,376
Current liabilities	1,717,082	436,434
Working capital	943,447	705,942
Balance Sheet Changes	$	$
Cash	12,427	429,373
Accounts receivable	790,170	348,854
Inventories	1,957,931	289,525
Bank loans	979,000	......
Fixed assets	1,794,850	1,707,065

Shawinigan

Shawinigan Water & Power Co.'s interim statement of earnings for the first quarter of 1942 shows gross revenue of over $6 millions, the highest ever reported by the company in any like period in its history. After providing for senior charges and an increase of $200,000 in depreciation reserve, net profit subject to income and profits taxes totalled $1,897,536. This contrasted with $1,012,619 for the like period a year ago.

Revenue & Expense Account 3 Months Ended Mar. 31	1941	1940
Gross revenue	$6,071,982	$4,697,850
Less: Gen. exps.	1,060,306	928,551
Power purchased	1,053,186	845,790
Water rentals	124,502	118,141
Taxes	277,251	272,008
Net revenue	3,556,737	2,533,360
Less: Fixed chgs.	893,706	955,246
Exchange	65,495	65,495
Depreciation	700,000	500,000
Net profit*	1,897,536	1,012,619

*Subject to income and profits tax.

W. D. Beath

W. D. Beath & Son, Ltd., reports larger earnings and improved financial position in 1941 as compared with 1940. On the class A stock, 1941 net was equivalent to $1.36 a share against 93 cents a share for 1940. No dividends were paid and arrears at Dec. 31 last amounted to $18.20 a share.

Net sales last year were about 40% over 1940. The company is producing war materials and has orders on hand to assure near capacity operations for some months. About $125,693 was spent on plant and machinery in 1941.

Consol. Income and Surplus Account Years Ended Dec. 31	1941	1940
	$	$
Operating profit	312,610	203,804
Add: Other income	......	1,587
Total earnings	312,610	205,391
Less: Depreciation	84,608	63,366
Income & E. P. tax.	91,730	48,657
Net profit	136,273	93,368
Add: Prev. surplus	21,603	6,195
Drawback recovery	3,113	......
Less: Loss on bldgs., equip.	4,698	2,877
Addit. depreciation	......	75,083
Earned surplus fwd.	156,292	21,603
Earned per share:		
Class A	$1.36	$0.93
Paid	nil	nil
Working Capital	$	$
Current assets	919,802	550,253
Current liabilities	393,473	123,774
Working capital	526,329	426,479
Balance Sheet Changes	$	$
Cash	168,856	105,749
Investments	198,750	98,750
Accounts receivable	277,449	153,461
Inventories	274,187	192,293

Crow's Nest Pass Coal

Crow's Nest Pass Coal Co., Fernie, B.C., mined 1,072,274 tons of coal in 1941 compared with 813,610 tons in 1940. Coke production was 94,028 tons compared with 66,961 tons the previous year. Last year's coal production has only been exceeded in two years, 1910 and 1913.

The company earned $5.13 a share on its common stock last year against $4.94 a share in 1940.

Income and Surplus Account Years Ended Dec. 31	1941	1940
	$	$
Operating profit	913,342	692,432
Add: Other income	62,611	51,674
Total earnings	975,953	744,106
Less: Exec. remun.	32,411	34,838
Directors' fees	2,500	2,500
Legal fees	2,400	2,400
Depreciation	135,962	134,085
Income & E. P. taxes	341,745	146,884
Depletion	107,227	81,361
Investments w/d	34,621	34,925
Net profit	319,086	307,163
Less: Common divds.	186,354	186,354
Surplus for year	132,732	120,809
Less: Prev. deficit	1,055,691	1,176,500
Deficit forward	954,811	1,055,691
Earned per share:		
Common	$5.13	$4.94
Paid	3.00	3.00
Working Capital	$	$
Current assets	2,421,594	1,831,573
Current liabilities	469,801	193,407
Working capital	1,951,793	1,638,166
Balance Sheet Changes	$	$
Cash	956,559	517,931
Investments, mkt. val.	974,236	956,059
Accounts receivable	363,291	249,935
Inventories	172,270	157,094

28th Annual Statement

International Loan Company

Established 1913

HEAD OFFICE — WINNIPEG

Incorporated by Act of the Parliament of Canada

Authorized Capital	$20,000,000.00
Subscribed Capital	4,335,600.00
ASSETS	
First Mortgages and Agreements	1,018,783.16
Real Estate less Reserve for depreciation	58,348.67
Victory Bond	5,000.00
Cash and Bank Balances	23,273.25
	1,105,405.08
LIABILITIES	
Liabilities to the Public	Nil
Unearned Discounts	3,014.82
Capital Paid-up	923,454.51
Reserve	150,000.00
Surplus	28,935.75
	1,105,405.08

Joint Managers—Geo. W. Argue, and Clifford Dick

Your Investments

What We Do:

1. Give information on Canadian securities to Financial Post subscribers.
2. Publish anonymously letters of general interest.
3. Supply facts rather than opinions.

What We Don't Do:

1. Answer enquiries of non-subscribers.
2. Answer enquiries on foreign securities.
3. Reply by telephone or telegraph.
4. Select list of securities; express opinions; or make forecasts.

Three-cent stamp and address label from subscriber's copy of The Financial Post must be enclosed. Address letters to The Financial Post, 481 University Ave., Toronto 2.

Dominion Glass

Would you be kind enough to let me have your views on the 7% preferred stock of Dominion Glass Co.? I would like to know something about earnings and whether there is a likelihood of a shortage of materials that go to the making of the company's products.

Dominion Glass Co.'s preferred stock is rated highly as an investment medium. It is the senior security and dividends have been paid on it regularly since this stock was first issued in 1913. The company has a well-established earning power and the dividend has been covered by a wide margin for years past. It is presently operating at capacity and the volume of business in the 1941-42 fiscal year is expected to equal that of 1941 when $26.43 a share was earned on the preferred. The demand for glass containers should increase rather than decrease. Some difficulties may be experienced in obtaining adequate supplies of raw materials, but the president does not indicate this as a serious problem at this time, or in the near future.

McColl-Frontenac

Do you consider McColl-Frontenac 6% preferred is a safe investment. I see it is selling at a figure substantially below that which I paid. How do you account for the drop?

McColl-Frontenac Oil Co. 6% preferred stock is depressed in value because of two factors; (1) generally depressed market conditions and (2) uncertainty over the outlook for the oil refining industry. Gasoline rationing and limitation of the use of oil for civilian purposes will cut into revenues from this branch of the business. On the other hand, the demand on war account should expand and largely offset this loss of business. The whole situation centres around the ability of McColl-Frontenac and other oil refineries to maintain deliveries of crude oil. Transportation conditions just now are not particularly favorable. Up to the end of 1941 the company was able to maintain its position in a very satisfactory manner. The preferred dividend was covered by a comfortable margin in 1941 while the net working capital position improved during the past year by over $600,000 to nearly $7.2 millions. It is difficult to predict what the trend of operations is likely to be because of many factors which cannot be analyzed at this stage. For that reason the preferred stock is selling well below par.

Gatineau Preferred

Will you be kind enough to give me your opinion on the 5% preferred stock of Gatineau Power Co. which I hold. I notice it is selling at a substantial discount.

Gatineau Power Co.'s 5% preferred stock has been rather depressed marketwise, due to two factors: (1) general instability of the market, and (2) expectation that increased taxation will make it necessary for the company to reduce the dividend on the common stock. The financial statement for the past year indicated earnings sufficient to cover both the preferred and common dividends by a comfortable margin. However, the company's prospect of increasing its gross income is somewhat limited and in the event of further increased corporation taxes, there is a possibility that Gatineau Power Co. may reduce the dividend on its common stock. In so far as the preferred stock is concerned, however, there does not appear to be any reason for anxiety in regard to the company's ability to pay the dividend. The preferred represents a satisfactory type of investment and where income is a consideration, might very well be retained in a diversified investment portfolio.

Winnipeg Electric

I would appreciate your comments and any information you can give me on Winnipeg Electric A and B bonds.

Winnipeg Electric series A bonds are on a fixed income basis and now pay 5%. On the other hand, interest charges on the series B bonds are payable only if earned at the rate of 5% up to 1946 after which date they become a fixed charge. To date the interest charges on the series A bonds have been earned by a comfortable margin both before and after depreciation. Interest on the series B bonds also has been earned and paid regularly. The outlook for the bonds of Winnipeg Electric continues favorable and in view of the market price of the different series, the bonds are given a satisfactory investment rating.

DOMINION OF CANADA BONDS
BOUGHT — SOLD — QUOTED
Telephone WAverley 3681
DOMINION SECURITIES CORPORATION LIMITED
TORONTO MONTREAL WINNIPEG VANCOUVER NEW YORK LONDON, ENG.
15 King Street West, Toronto

YOUR HEIRS WILL BENEFIT

When you appoint a permanent, experienced trust company as executor of your estate, you know that your dependents will be protected against unnecessary legal expenses and unwise investments and assure the economical administration of your will.

We Invite Consultation
MONTREAL TRUST COMPANY
Montreal Trust Building
61 Yonge Street Toronto
J. F. HOBKIRK, Manager

CANADIAN WRIGHT
LIMITED
Exclusive Agents in Canada
For
Wright Aeroplane Engines
ASSEMBLING OVERHAULS
GENERAL SERVICE
HEAD OFFICE AND WORKS
6259 Notre Dame St. East, Montreal

Now more than ever our prime purpose is defending your home!

A brilliant, startling flash in the sky . . . a flaming meteor crashes earthward! Our anti-aircraft gunners have again found the heart of an enemy bomber! But, there will be other bombers, and another barrage of thousands of shells must be sent up to defeat their grim purpose.

To help make these shells and other munitions is the reason why Anaconda facilities have been greatly enlarged . . . the reason why its skilled staff has been more than doubled . . . for copper . . . more copper is needed to help win this war.

Yes, large quantities of copper and its alloys are needed for cartridge cases, projectile bands, time fuses, and for essential parts of tanks, trucks, ships, and countless other key components of our war effort.

And in these war-time uses, just as in their peace-time uses, the outstanding qualities of endurance and workability found in copper and its many useful alloys are indispensable. In war, as in peace, Anaconda feels justly proud of the opportunity to serve in the defense of your home.

Why is Copper so Essential?
. . . Largely because it has such a wide and varied field of usefulness. The reason? Of all commercial metals, copper and its many useful alloys combine to best advantage the properties of high electrical and thermal conductivity, workability, strength and resistance to corrosion.
For instance, no commercial metal equals copper as a conductor of electricity—and electricity is vital not only to industrial plants, but also to the ships, planes and mechanized equipment which these plants produce.
For another example, there is no suitable substitute for brass and copper in ammunition. In short, copper, today, is a *most essential* metal.

ANACONDA AMERICAN BRASS LIMITED
Made-in-Canada Products
Main Office and Plant: New Toronto, Ontario *Montreal Office:* 939 Dominion Square Bldg.

Anaconda Copper & Brass

THE WEEK'S QUOTATIONS

Toronto and Montreal Exchanges

The following table is confined to official prices for listed stocks, including curb market quotations. Where no transaction is recorded, bid and asked prices are given. For unlisted stocks, quotations by unlisted dealers are published. The Financial Post cannot accept any responsibility for such quotations.

WEEK ENDING APRIL 20

A

Range 1942 High	Low	Div R'te $	Apr18 Y'ld %		Sales	Last Apr. 13	Week end. Apr. 20 H	L	Cl'se
.75	.40	.	...	Abitibi	502	.55	.55	.40	.55
7	4½	.	...	Do. pref. 6%	715	5½	5½	5	5½
13	6	.	...	Do. pref. 7%	....	(10 bid 13½ asked)			
3	3	.	...	Acme Glove	....	(3 bid 3½ asked)			
60	50	6.50	12.3	Do. pref.	....	(— bid — asked)			
13	12	80+20c	8.3	Agnew Surp.	10	12	12	12	12
110	109	7	6.4	Do. pref.	15	109	109	109	109
.90	.75	.	...	Alta. Pac. Gr.	....	(— bid .85 asked)			
27	22	.	...	Do. pref.	....	(21 bid 23 asked)			
9½	8½	.	...	Algoma Steel	220	8½	8½	8½	8½
82	82	5	6.1	Do. pref.	....	(83 bid 92 asked)			
109	96	8+2	9.8	Aluminium	255	103	103	101¾	101¾
115	112	6	5.3	Do. pref.	....	(112 bid — asked)			
7½	6	25c	...	Amal. Electric	....	(6 bid — asked)			
†37	37	60c	1.6	Amer. Cyn. B.	....	(33 bid — asked)			
41	40	2.75	6.8	Ang. Can. Tel. p	....	(— bid 42 asked)			
19	17	60+60c	6¼	Asbestos	679	18½	18	18	18
18½	14	1.75	12.5	Assoc. Brew.	155	14½	14	14	14
110	109½	7	6.4	Do. pref.	2	109½	109½	109½	109½
†1	1	.	...	Assoc. T. & T.A.	....	(— bid — asked)			
‡24	24	96c	...	Do. pref.	....	(— bid 23 asked)			
102	102	5.50	5.4	Ault & Wiborg	....	(102 bid — asked)			

B

Range 1942 High	Low	Div R'te $	Apr18 Y'ld %		Sales	Last Apr. 13	Week end. Apr. 20 H	L	Cl'se
150	142	8	5.3	Bk. Can. Nat.	19	150	150	149	149
189	182	8	4.3	Bk. Montreal	83	182	182	182	182
274	269	12	4.4	Bk. N. Scotia	27	273½	273½	273	273½
255	228	10	4.3	Bk. Toronto	143	235	230	229	230
8½	8½	22½c	..	Barber Ellis	....	(6 bid — asked)			
•5	4½	.	...	Barcelona	....	(— bid — asked)			
.50	.50	.	...	Barker's Bread	25	..	.50	.50	.50
14	12	.	...	Do. pref.	195	14	14	12	14
14½	13½	1+25c	9	Bathurst Pr.	1040	14	14	13½	13½
2½	1	.	...	Do. (B)	101	1½	1½	1½	1½
5	3½	.	...	Beath & Sons	155	4	5	4½	4½
8	6½	.	...	Beatty Bros.	....	(6½ bid 7 asked)			
110	102	8	5.4	Do. pref.	9	110	109	109	109
90	76	7	7.8	Do. 2nd pref.	....	(86 bid 95 asked)			
9½	9½	.	...	Beauharnois	265	9¾	9¾	9¾	9¾
81	81	4+2	7.4	Belding Cort.	....	(80 bid 86 asked)			
124	115	7	6.1	Do. pref.	....	(— bid — asked)			
150½	142	8	5.6	Bell Telephone	489	144½	145	142	142½
6¾	6¾	30+5c	5.2	Bertram & Sons	....	(6¾ bid — asked)			
7½	6¾	60c	8.9	Biltmore Hats	50	7	6¾	6¾	6¾
3	2½	.	...	Blue Ribbon	14	2¾	2½	2½	2½
32½	30	2.50	8.3	Do. pref.	....	(— bid 29½ asked)			
10¾	10¾	60c	5.6	Blue Top Br. A.	100	10¾	10¾	10¾	10¾
10½	8	.	...	Do. "B"	500	8	9½	9½	9½
20¾	20¾	1.30	6.3	Brant. Cord. pf.	....	(20½ bid 23½ asked)			
8¾	6	40c	...	Brazilian Tr.	1690	7½	7½	7½	7½
5½	4½	50+10c	..	Brew. & Distil.	50	4½	4¾	4½	4½
†6½	6½	30c	4.6	Bright, T. G.	....	(6¼ bid — asked)			
†90	90	6	6.7	Do. pref.	....	(90 bid — asked)			
18	13	1	7.4	Brit. Amer. Oil	1301	13½	13½	13	13½
16	12	1.50	...	B. C. Packers	60	13½	13½	13½	13½
22	18	2	10.8	B. C. Power A	165	18¾	19½	18	18½
1.25	.90		...	Do. (B)	200	1.25	1.20	.90	1.00
6	4½	20c	...	Bruck S. Mills	425	5	6	5	6
13½	11½	70+10c	6	Building Prod.	505	13½	13½	13	13½
8	7½	60c	7.5	Burlington St'l	100	8	8	8	8

C

Range 1942 High	Low	Div R'te $	Apr18 Y'ld %		Sales	Last Apr. 13	Week end. Apr. 20 H	L	Cl'se
‡70	70	.	...	Calgary Power	....	(— bid — asked)			
99	98	6	6.1	Do. pref.	....	(96 bid — asked)			
2¾	2½	.	...	Canada Bread	400	2½	2½	2½	2½
103	100½	6	5.9	Do. pref.	10	100½	101	101	101
46	33	2.50	7.6	Do. pref. B	20	35	34	33	33
5½	5	40c	8	Canada Bud	100	5	5	5	5
5	3¾	.	...	Canada Cement	665	3¾	4½	4	4
102	95½	6.50	6.6	Do. pref.	294	96½	98½	96½	98½
†5¾	5¾	40c	...	Can. Cr. Stone	....	(4 bid — asked)			
106	102	5	4.8	Canada Cycle, p	10	105	103	103	103
20¾	17	1.50	8.3	C. & D. Sugar	205	18	18	18	18
19	15	1.50	10	Can. Forg. (A)	....	(17 bid 19½ asked)			
19½	18¾	1.50	7.9	Do. (B)	1	..	19	19	19
50	50	6	...	Can. Iron	11	..	50	50	50
80	80	6	7.5	Do. pref.	11	..	80	80	80
‡390	390	20	...	Canada Life	....	(— bid — asked)			
38	33	2+50c	7.2	Can. Malting	161	34½	35½	34½	34½
5¾	4¾	60c	13.3	Can. Nor. Pr.	65	5	5	4¾	4¾
85	78½	7	8.7	Do. pref.	125	78½	80	78½	80
87	75	4	5.3	Can. Packers	25	82	75	75	75
126	120	8	6.4	Can. Perman.	1	124	124	124	124
9	8½	50c	...	Can. Starch	170	9	9	8½	8½
111	111	7	6.3	Do. pref.	....	(111 bid — asked)			
7	5	.	...	Can. Steamsh's.	2106	6½	6¾	6¼	6¾
29¾	25½	2.50	9.6	Do. pref.	832	26	26½	25½	26
7¾	6	40+10c	8	Can. Vinegars	5	6	6	6	6
57	50	4	8	Can. W. Cable	25	50½	50	50	50
24½	19½	2	10.1	Do. (B)	50	20½	19¾	19½	19½
108	106	6.50	6	Do. pref.	....	(106 bid — asked)			
1.75	.80	.	...	Can. Bakeries	....	1.25 bid 2.00 asked			
58½	48½	3.75	...	Do. pref.	50	51	58½	55	58½
154	143	8	5.6	Can. Bk. Com.	153	144¾	145	143	143
1.40	1.00	.	...	Can. Breweries	300	1.25	1.25	1.25	1.25
31	28	3	10.5	Do. pref.	260	29½	29½	28½	28½
32	28½	1.50+50c	7	Can. Bronze	35	29	28½	28½	28½
105½	103	5	4.7	Do. pref.	4	105½	105	105	105
6	4½	50c	10	Can. Canners	200	5	5	5	5
22	16	1+20c▪	7	Do. 1st pfd.	370	16½	16½	16	16½
9½	8	60+20c▪	10	Do. 2nd pfd.	10	8	8	8	8
6	4¾	.	...	Can. Car & Fd'y	265	5½	5½	5	5
25¾	21½	1.75	7.3	Do. pref.	205	25	24½	24	24
27½	21½	1+1	9	Can. Celanese	570	22	22	22	22
125½	120	7+1.15▪	6½	Do. pref.	35	122	125	122	125
23	22½	1	...	Do. Rights	....	(22½ bid — asked)			
17½	17	2	11.8	Can. Convert.	....	(15 bid 17 asked)			
102½	102	4+2	5.8	Can. Cottons	....	(100 bid 105 asked)			
115	113	6	5.2	Do. pref.	....	(105 bid — asked)			
14½	10	.	...	Can. Dredge	....	(9 bid 11 asked)			
100	98	6	6	Can. Fairb. pf.	5	98	100	100	100
18	15	1.90	12.4	Can. For. Inv.	35	17	15¾	15½	15½
105	105	8	7.6	Do. pref.	....	(105 bid — asked)			
210	208½	8	3.8	Can. Gen. Elec.	....	(215 bid — asked)			
7½	6½	50c	7.7	Can. G. Inv.	120	6½	6¾	6¾	6¾
3½	3	25c	...	Can. Ind. Alc.	190	3½	3½	3½	3½
3¾	2	25c	...	Do. (B)	135	3½	3½	3½	3½
167	140	6	4.1	Can. Indust. B.	5	147	146	146	146
175	155	7	4.4	Do. pref.	2	156	157	137	157
.30	.25	.	...	Can. Int. I. Tr.	....	(.20 bid .30 asked)			
40	39	2	5.1	Do. pref.	10	40	39	39	39
12½	12	1	8	Can. Lt. & Pr.	....	(12½ bid 13 asked)			
9	7	.	...	Can. Locomo.	65	8	7½	7½	7½
.60	.45	4c	...	Can. Marconi	400	.35	.45	.45	.45
15	13	50+70c	9.2	Can. Oil	....	(10 bid — asked)			
123	117	8	6.8	Do. pref.	10	118	117	117	117
6½	5½	.	...	Can. Pacific	5860	5¾	5¾	5½	5½
.35	.10	.	...	C. Pr. & Pa. In.	....	(.20 bid .25 asked)			
1.50	1.00	.	...	Do. pref.	....	(— bid 1.00 asked)			
3	2¾	.	...	Can. Vickers	50	2¾	2½	2½	2½
24	20	.	...	Do. pref.	45	23	22	21	22
9½	9	1	...	C. Wallpaper A.	....	(9½ bid — asked)			
10	8	1	...	Do. (B)	10	9	8	8	8
42½	41½	2	4.8	Can. West'ho'se	....	(— bid 42 asked)			
19	18	1.50+25c▴	8	C. Wire Box.	....	(18½ bid 20 asked)			
1.20	.95	.	...	Capital Estates	....	(— bid 1.00 asked)			
119½	119½	5	4.2	Carnation, pfd.	....	120½ bid 121 asked			
6½	5	.	...	Catelli Food	....	(5 bid 6½ asked)			
10	8	75c	...	Do. pref.	20	9	10	10	10
†2.00	1.50	.	...	Celtic Knit	....	(— bid — asked)			
†155	145	8	5.5	Cent. Can. L'n.	....	(— bid 140 asked)			
95	80	4	4.2	Chart. Trust	....	(74 bid 94 asked)			
3½	2¾	.	...	Ch. Gai Wines	....	(2½ bid 3½ asked)			
.12½	.07	.	...	Chem. Research	1200	.09	.08½	.07	.08½
.25	.25	.	...	City Gas & El.	34	.25	.25	.25	.25
.05	.05	.	...	Claude Neon	....	(— bid .05 asked)			
1.42	1.12	12c	...	Coast Brew	1300	1.16	1.18	1.15	1.16
6¾	5	50c	...	Cockshutt Plow	405	6	6	5¾	5¾
2.00	1.90	15c	...	Comm. Alcohol	100	2.00	2.00	2.00	2.00
6½	5¾	40c	6.9	Do. pref.	90	5¾	5¾	5¾	5¾
3¾	3¾	25c	...	Conduits Nat.	40	3¾	3¾	3¾	3¾
10½	10	60c	5.9	Cons. Bakeries	125	10¼	10½	10¼	10¼
.02	.01	.	...	Cons. Div. Sec.	22	.02	.02	.02	.02
7½	7	75c	10.7	Do. pref.	....	(6 bid — asked)			
3¾	1¾	.	...	Cons. Paper	3932	2	2	1¾	2
3	2	.	...	Cons. Press	....	2 bid 3 asked))			
81½	76	‡3.50	..	Cons. Sand. pf.	....	(77 bid 80 asked)			
39	37¾	1+1.50	6.6	Cons. Smelt.	1448	38½	38½	37½	38
132	115	8	6.9	Consumers' Gas	89	118	115	115	115
65	50	3.50		Corr. P. Box p	....	(63 bid 69 asked)			
21½	18	1.20+15c	7	Cosmos Imp.	....	(18½ bid 19 asked)			
24½	22½	2	8.9	Crown Cork	....	(24 bid 27¾ asked)			
1½	1½	.	...	Crown Dom. Oil	....	(1½ bid — asked)			
33	29½	3	9.7	Crow's N. Coal.	....	(31 bid 34½ asked)			
.70	.35	.	...	Cub Aircraft	....	(.35 bid .55 asked)			

D, E

Range 1942 High	Low	Div R'te $	Apr18 Y'ld %		Sales	Last Apr. 13	Week end. Apr. 20 H	L	Cl'se
10½	9¾	1+15c	..	David & Fre. A	....	(9½ bid — asked)			
1.50	1.50	.	...	Do. (B)	....	(— bid 2 asked)			
7	7	.	...	de Havilland	....	(7 bid 10 asked)			
80	75	7+1.75▴	..	Do. pref.	....	(75 bid — asked)			
1.15	1.00	.	...	Disher Steel	....	(— bid 1.00 asked)			
10	8½	1.50	...	Do. pref.	....	(8½ bid 11½ asked)			
26½	21	2.22	10	Distill-Seagram	170	22½	22½	22	22
97½	92	5	5.2	Do. pref.	....	(89 bid 97½ asked)			
†30	30	2.50	...	Dom. Ang. Inv.	....	(24 bid — asked)			
†75	70	5	6.7	Do. pref.	....	(75 bid 84 asked)			
191	182	10	5.5	Dom. Bank	21	184	182	182	182
24	22	1.20	5.2	Dom. Bridge	360	23	23	22¾	23
15¾	12	.	...	Dom. Coal, pf.	180	12½	12½	12½	12½
25	18	.	...	Dom. Engineer.	50	18	18	18	18
19	16½	1+25c	7	Dom. Foundries	125	17¾	17¾	17½	17½
106½	103½	6	5.7	Do. pref.	....	105 bid 106½ asked			
114	110	5	4.4	Dom. Glass	135	113	114	113	113
151	150	7	4.7	Do. pref.	....	(150 bid — asked)			
25½	22	1.20+40c	7	Dom. Oilcloth	125	23½	23½	23	23
.60	.50	.	...	Dom. Scot. Inv.	....	(.50 bid 1.25 asked)			
24½	23¾	‡2.55	...	Do. pref.	....	(23¾ bid 25 asked)			
1½	1½	.	...	Dom. Square	....	(1½ bid — asked)			
9½	5½	.	...	Dom. St. & C.B.	471	8½	8½	7	7½
5	4	.	...	Dom. Stores	375	4½	4½	4	4½
4½	3	.	...	Dom. Tar & Ch.	325	3½	3½	3	3
87¾	85½	5.50	6.4	Do. pref.	....	(84½ bid 90 asked)			
82½	73	5	6.7	Dom. Textile	185	73	75	73	75
154	150	7	4.7	Do. pref.	12	150	150	150	150
1.25	.60	.	...	Dom. Woollens	6	1.00	1.00	1.00	1.00
7¾	6½	60c	8.6	Do. pref.	240	7	7	7	7
4	2½	10c	...	Donnacona P.	382	3	2¾	2½	2½
6	3½	.	...	Dryden Paper	280	4	4	3½	3½
†.50	.50	.	...	East Koot. Pr.	....	(— bid 1.00 asked)			
8	6	.	...	Do. pref.	....	(6 bid 10 asked)			
.50	.25	.	...	East Dairies	....	(.30 bid .70 asked)			
10	7	.	...	Do. pref.	....	(7¾ bid 8¾ asked)			
12	10	1	...	East Steel	....	(10½ bid 11½ asked)			
6½	6½	.	...	East Theat.	....	(— bid — asked)			
3	2½	.	...	Easy Washing	....	(2½ bid 3 asked)			
25	25	1.37½	...	Economic Inv.	....	(— bid 25 asked)			
4½	3	.	...	Electrolux	....	(2½ bid 3 asked)			
3½	3	.	...	Enam. & Heat.	10	3½	3	3	3
29¾	25	2.50	10	English Electric	....	(— bid 24 asked)			
3	1¾	.	...	Do. (B)	18	3	3	2½	2½
4½	4½	15c	3.2	Equitable Life.	....	(4½ bid 5 asked)			

F, G

Range 1942 High	Low	Div R'te $	Apr18 Y'ld %		Sales	Last Apr. 13	Week end. Apr. 20 H	L	Cl'se
2½	1¾	.	...	Fairchild Air	1100	2	2½	2	2
19½	17	1	5.3	Fam. Players	....	(— bid — asked)			
22¾	15	1.30+25c	11	Fanny Farm.	315	16½	16½	16	16
3¾	2½	.	...	Fleet Aircraft	819	2¾	3	2½	2¾
.30	.20	.	...	Fleury Bissell	....	(.20 bid .30 asked)			
10	10	.	...	Do. pref.	....	(10 bid 14 asked)			
16¾	14½	1	6.6	Ford Motor A.	2676	15½	15½	15½	15½
17	14½	1	6.9	Do. (B)	....	(15 bid — asked)			
.15	.15	.	...	For. Pr. Secs.	....	(— bid .25 asked)			
16½	13	1+50c	10	Foundation Co.	....	(13¾ bid 14½ asked)			
13	7	.	...	Fraser Cos.	....	(9¾ bid 10 asked)			
13½	9½	.	...	Do. Vot. Tr.	899	10	10	9½	10
.50	.50	.	...	Freiman	....	(.50 bid — asked)			
†55	41	‡4.50	...	Do. pref.	....	(50 bid — asked)			
6	4¾	60c	11.4	Gatineau Pwr.	402	5¾	5½	4¾	5
74	61¾	5	7.8	Do. pref.	360	63	64	61¾	63½
80	70	5.50	...	Do. 5½% pref.	60	72	73	70	73
†1.25	.25	.	..	Do. Rights	....	(— bid .25 asked)			
6½	5	50c	...	Gen. St. Wares	375	5¾	5½	5½	5½
92	87	7+27c▴	8	Do. pref.	10	88	87	87	87
60	32	2.50+2.50		Goodyear Tire	100	35	32	32	32
49½	39	2.50	5.7	Do. pref.	40	41	44	43	44
†67	67	‡7	...	Gould Pumps	....	(— bid — asked)			
†4	2¼	.	...	Gt. Lakes Pap.	....	(— bid 3¾ asked)			
†16	16	1.50	...	Do. pref.	....	(— bid 17 asked)			
2¾	1	.	...	Do. Vot. tr. c.	175	2½	2½	1¾	1¾
16¾	13½	1.50	...	Do. Vot tr. p.	102	14½	14	13½	13½
4½	4	.	...	Gt. W. Saddlery	200	4	4	4	4
28	25¾	3	...	Do. pref.	....	(22 bid 25 asked)			
11¾	10	60c	6	Greening Wire	....	(10 bid 12½ asked)			
‡1.25	1.25	10c	...	Growers' Wine	....	(— bid — asked)			
2½	2	.	...	Gurd, Chas.	....	(2 bid 2½ asked)			
‡107½	106½	.	...	Do. pref.	....	(— bid 90 asked)			
3½	2½	.	...	Gypsum, Lime	300	2½	2½	2½	2½

H, I

Range 1942 High	Low	Div R'te $	Apr18 Y'ld %		Sales	Last Apr. 13	Week end. Apr. 20 H	L	Cl'se
14½	14½	1	...	Halifax Fire	....	(14½ bid 14½ asked)			
3¾	2	.	...	Ham. Bridge	410	3	3	2¾	2¾
36	26	2+2▴	6.7	Ham. Cot., pf.	....	(— bid 32 asked)			
1.50	.70	.	...	Ham. U. Theat.	....	(.50 bid 1.00 asked)			
75	75	5	6.7	Do. pref.	50	75	75	75	75
3½	2¾	20+10c	..	Harding Carpet	320	3½	2¾	2¾	2¾
1.00	.25	.	...	Hillcrest Coll.	....	(.25 bid 1.00 asked)			
2½	2½	.	...	Do. pref.	....	(2½ bid — asked)			
12	9½	‡62½c	..	Hinde & Dauch	....	(11½ bid 12 asked)			
•20	20	.	...	Holt Renfrew	....	(— bid — asked)			
45	40	.	...	Do. pref.	....	(51 bid — asked)			
18	16	2	11.1	Honey Dew	15	18	18	18	18
14	10	.	...	H. Smith Pap.	66	11½	11½	11	11
100	96½	6	6	Do. pref.	40	100	100	100	100
9¾	7	.	...	Humberstone S.	....	(6½ bid 7½ asked)			
8½	6½	.	...	Hunts (A)	....	(— bid 7½ asked)			
8½	7	.	...	Do. (B)	....	(— bid 8½ asked)			
55	49	4	8	Huron & E. Mt.	68	53	50	49	49
8	7½	80c	...	Do. 20% pd.	6	8	8	8	8
1.00	.75		...	Hydro Electric	....	(.20 bid 1.00 asked)			
204	193	10	5.1	Imperial Bank	5	193	200	195	200
†275	275	15	...	Imperial Life	....	(— bid 275 asked)			
9½	7¾	50c	6.2	Imperial Oil	2706	7¾	8	7¾	7¾
12½	9¾	40+17½c	5	Imperial Tob.	1640	9½	10	9¾	10
7½	6¼	6%	4.5	Do. pref.	825	6½	6½	6¼	6¼
9¾	6½	.	...	Indust. Accept.	200	6¼	7	6¼	6¼
25	22	3	...	Inter-City Bak.	....	(22½ bid 30 asked)			
†50	39	‡5+1	..	Inter'c Coal	....	(— bid — asked)			
‡120	120	8	...	Do. pref.	....	(— bid — asked)			
12½	10	1.50	15.0	Inter. Bronze	40	11	10	10	10
22½	20	1.50	7.2	Do. pref.	70	20	21	21	21
.25	.25	3c	..	Int. Coal & C.	....	(.25 bid .40 asked)			
7¾	5½	.	...	Int. Metal Ind.	50	6¼	5¾	5½	5½
99	85	6	7	Do. pref.	....	(— bid 90 asked)			
92	90	6	6.7	Do. pref. A.	....	(— bid 93¾ asked)			
115	111	5	4.4	Int. Mill., pf.	10	112	112	112	112
36½	29½	2	6.7	Int. Nickel	4069	30½	30	29½	30
157¾	143	7	4.9	Do. pref.	10	154	143	143	143
1.50	1.05	.	..	Int. Paints	....	1.00 bid 2.25 asked			
15	13	1+25c▴	6½	Do. pref.	....	(12½ bid 20 asked)			
16	13¾	.	...	Int. Pap. & P.	....	(— bid — asked)			
65	59½	5	8.4	Do. pref.	100	59½	59½	59½	59½
13¾	11½	1	8.5	Int. Pete.	2175	11¾	12	11¾	11¾
2½	2½	.	...	Int. Power	4	2½	2½	2½	2½
90	85	7	8	Do. pref.	46	87	87½	87	87
•11¾	10½	.	...	Int. St. Rlty. A.	....	(— bid 10 asked)			
•4	3¾	.	...	Do. (B)	....	(— bid 4 asked)			
3½	3	.	...	Int. Util. (A)	75	3	3½	3½	3½
.15	.08	.	...	Do. (B)	....	(.05 bid .10 asked)			

J, K, L

Range 1942 High	Low	Div R'te $	Apr18 Y'ld %		Sales	Last Apr. 13	Week end. Apr. 20 H	L	Cl'se
†13	13	68c	5.3	Jam. Pub. Ser.	....	(— bid 12½ asked)			
115	100	7	7	Do. pref.	10	100	100	100	100
8½	8	.	...	Kelvinator	....	(6¾ bid 8½ asked)			
10	6	.	...	L. St. John Pr.	45	7	7	6	6
17½	15½	1.20	7.4	Lake of Woods	40	17	17	15½	16½
117½	117	6	5.9	Do. pref.	....	(— bid 117 asked)			
48	47½	4	8.4	Landed Bank	....	(47 bid 54 asked)			
12	10	70+30c	10	Lang. J. A.	125	11	10½	10	10
•3.50	2.50	.	...	Langley's	....	(.05 bid .50 asked)			
21	20	2	...	Do. pref.	....	(20 bid 27 asked)			
10¾	6½	80c	11	Laura Secord	50	8	8	7½	7½
9½	8	.	...	Legare, pref.	....	(8 bid — asked)			
†3½	2½	30c	...	Levy Bros.	....	(2½ bid — asked)			
6	5	.	...	Lindsay, C. W.	....	(5½ bid 7½ asked)			
53½	50	.	...	Do. pref.	20	53	53	53	53
25¾	20	1+25c	6	Loblaw (A)	309	20	20¾	20	20¾
23¾	19	1+25c	6.5	Do. (B)	20	19	19	19	19

M

Range 1942 High	Low	Div R'te $	Apr18 Y'ld %		Sales	Last Apr. 13	Week end. Apr. 20 H	L	Cl'se
1.00	1.00	.	...	Mackenzie Air	....	(— bid — asked)			
2.00	.50	.	...	Mackin. Steel	....	(— bid — asked)			
65	60	5	7.7	Dom. pref.	10	60	65	65	65
16	14	25c	...	Maclaren Pr.	....	(12½ bid 14 asked)			
7	5	.	...	M. L. Gardens	....	(4 bid — asked)			
6	4½	40c	7.2	Do. pref.	19	5½	5¾	5½	5½
3	1½	.	...	Maple Leaf M.	177	1¾	1¾	1¾	1¾
4½	3	.	...	Do. pref.	70	3¾	3¾	3¾	3¾
15	15	80+2½c	..	Maritime Tele.	....	(14½ bid 16½ asked)			
17	17	70c	4.1	Do. pref.	....	(11 bid 16¾ asked)			
†18	14¾	.	...	Marcus Loew's	....	(17½ bid — asked)			
95	95	7	7.4	Do. pref.	....	(93 bid — asked)			
3½	2½	.	...	Massey-Harris	799	2¾	3	2½	2¾
12½	10½	62½c	..	Do. pref.	695	11	11	10½	11
4½	3	.	...	McColl Fron.	196	3	3	3	3
95	78	6	7.6	Do. pref.	55	83	79	78	78½
1.00	1.00	.	...	Melchers	....	1.00 bid 2.00 asked			
6½	5½	60c	9.2	Do. pref.	210	6	6½	6½	6½
3	2	.	...	Mercury Mills	100	2¾	2½	2½	2½
†50	45	2.50	...	Mitchell, J. S.	....	(— bid 50 asked)			
14½	11½	1.50	10.3	Mitchell, Robt.	300	14½	14½	14½	14½
†17½	15	80+40c	8	Mod. Contain.	....	(— bid 13½ asked)			
†98	97½	5.50	5.6	Do. pref.	....	(— bid 100 asked)			
†2	1½	.	...	Monarch Knit.	....	(— bid 5 asked)			
65	62	7	...	Do. pref.	....	(50 bid 64 asked)			
†65	55	4	6.7	Montreal Cot.	....	(— bid 50 asked)			
115	111½	7	6.2	Do. pref.	....	(63 bid 80 asked)			
1.00	.25	.	...	Mont. Is. Pr.	80	.25	1.00	1.00	1.00
24	19½	1.50	7.2	Mont. L. & Pr.	3393	20¾	20¾	20½	20½
50½	49	.	...	Do. Notes	162	49½	50	49¾	50
13	13	1.25	...	Montreal Loan	....	(13 bid — asked)			
.75	.70	.	...	Mtl. Refrig & S	....	(.75 bid — asked)			
12½	11½	1.25	...	Do. pref.	....	(12¾ bid — asked)			
24½	20	*1.72	..	Montreal Tele.	37	21	20½	20	20
17½	12	.	...	Montreal Trams	74	15	12	12	12
45	39¾	2.22+66½	7	Moore Corp.	140	40½	40	39¾	39¾
178	158	7	4.4	Do. pref. (A)	15	162	160	158	158
265	235	7	3	Do. pref. (B)	5	243	235	235	235
.10	.10	.	...	Muirheads	....	(.10 bid .20 asked)			
1	1	.	...	Do. pref.	....	(1 bid — asked)			

N, O

Range 1942 High	Low	Div R'te $	Apr18 Y'ld %		Sales	Last Apr. 13	Week end. Apr. 20 H	L	Cl'se
26	24	2	8.3	Nat. Breweries	395	24½	24½	24	24
40	37	1.75	4.6	Do. pref.	98	40	38	37	38
4¾	4	.	...	Nat. Grocers	39	4½	4½	4	4½
26	24½	1.50	6	Do. pref.	....	(25 bid 25¾ asked)			
9	8	.	...	N. Sew. Pipe A	25	8	8½	8½	8½
34¾	29½	2	6.8	Nat. Steel Car.	100	29¾	29¾	29¾	29¾
138	135	8	5.9	National Tr.	....	(134 bid 140 asked)			
‡9½	9½	60c	...	Neon Prod.	....	(— bid — asked)			
18	15	2	12.9	Niag. W. Weav.	126	15½	15½	15½	15½
2	2	.	...	Noorduyn Av.	....	(1½ bid 2¾ asked)			
.55	.25	.	...	North Star Oil.	....	(.45 bid .80 asked)			
3½	2¾	35c	11.7	Do. pref.	200	3	3	2¾	3
86	86	6	6.9	N. S. L. & Pr.	10	..	86	86	86
108¾	105½	6	5.7	Do. pref.	....	(— bid — asked)			
22	20	1	4.9	Ogilvie Flour	425	20½	20¾	20½	20½
155	151	7	4.6	Do. pref.	....	(151 bid — asked)			
110	108	5	4.5	Ontario Loan	....	106¾ bid 112 asked			
†3	3	.	...	Ont. Silknit	....	(— bid 2 asked)			
30	30	▴1	...	Do. pref.	....	(30 bid 40 asked)			
10	10	1	...	Do. Scripts	....	(7 bid — asked)			
10	10	1	10	Ont. Steel	....	(— bid 11 asked)			
†110	110	7	6.4	Do. pref.	....	(108 bid 120 asked)			
†2	1	.	...	Orange Crush	....	(— bid .45 asked)			
3	1½	.	...	Do. pref.	....	(1 bid 2½ asked)			
4½	4	40c	...	Ott. Car Air	10	4½	4½	4½	4½
16	12	1.20+50c		Ottawa El. Rly.	38	14½	14	14	14
5	4	60c	12	Ott. L. H. & Pr.	65	5	5	5	5
80	80	5	6.2	Do. pref.	....	(— bid 79 asked)			

P, Q, R

Range 1942 High	Low	Div R'te $	Apr18 Y'ld %		Sales	Last Apr. 13	Week end. Apr. 20 H	L	Cl'se
†35	33	3c	..	Pacific Coyle	....	(— bid 35 asked)			
103	92	5	5.1	Page Hersey	105	96	97½	96	97½
†4¾	4¾	.	...	Pantepec Oil	....	(— bid 6½ asked)			
30½	30½	▴1.50	...	Paton Mfg.	....	(30 bid — asked)			
†115	115	7	6.1	Do. pref.	....	(111 bid — asked)			
48	47½	3	6.3	Penmans	....	(— bid 47½ asked)			
124	121	6	4.9	Do. pref.	....	(119 bid — asked)			
5	5	.	...	People's Cr Sec	....	(4¾ bid 5½ asked)			
14½	11	1	9.1	Photo Eng.	70	11	11	11	11
98½	96	7	7.3	Porto Rico Pr. p	....	(96¾ bid 99 asked)			
4½	2¾	30c	...	Power Corp.	800	3	3½	2¾	3
82	73½	6	8.1	Do. pref.	....	(73½ bid 74 asked)			
33½	32	3	8.9	Do. 2nd pref.	....	(31 bid 34 asked)			
4½	3½	.	...	Pressed Metals	50	4	3½	3½	3½
11	7½	.	...	Price Bros.	1125	8	7¾	7½	7¾
70	65	5.50	8.3	Do. pref.	1	70	66	66	66
6	4½	40c	9.4	Prov. Transport	70	5	4½	4½	4½
13	11	1	8.2	Quebec Power	50	12½	12¾	12	12½
4	4	.	...	Que. Telephone	....	(4 bid — asked)			
†30	24	2	6.7	Real Estate L'n	....	(24 bid — asked)			
3½	3	25c	...	Regent Knit	25	3½	3	3	3
18	15½	1.60	9	Do. pref.	33	18	18	18	18
3½	3	.	...	Reliance Grain	....	(3½ bid — asked)			
66	66	6.50	9.8	Do. pref.	....	(66 bid 69 asked)			
22	17¾	2	11.3	River S. Mill.	....	(18 bid 24 asked)			
8	6½	60c	9.2	Rolland Pap.	11	7	6½	6½	6½
94	90	6	6.7	Do. pref.	....	(90 bid — asked)			
155	147½	8	5.3	Royal Bank	110	150½	151	148½	150
15¾	15	80c	5.3	Russell Indust.	....	(— bid 15 asked)			
150	130½	7	5.4	Do. pref.	....	138½ bid 150 asked			

S

Range 1942 High	Low	Div R'te $	Apr18 Y'ld %		Sales	Last Apr. 13	Week end. Apr. 20 H	L	Cl'se
106	104½	5.50	5.3	Saguenay Pr. p.	8	106	104½	104½	104½
24½	24½	1	4.1	Sangamo	....	(22 bid 26 asked)			
7	6	.	...	Sarnia Br. (A)	30	6	7	7	7
†1	1	.	...	Do. (B)	....	(1 bid 2 asked)			
..	..	1+50c	..	Scythes & Co.	....	(18 bid 19¾ asked)			
..	..	1.75	...	Do. pref.	....	(25 bid — asked)			
14	12	90c	6.7	Shawinigan Pr.	2784	13¾	13½	13½	13½
13½	12½	30c	..	Sher. Wms.	....	(— bid 12½ asked)			
113½	110	7	6.4	Do. pref.	....	(— bid 115 asked)			
8	6	40c	6.2	Silverwoods	178	6½	6½	6½	6½
6½	6	40c	6.2	Do. pref.	331	6	6½	6	6
10	7	60+15c	7.5	Simon & Sons	100	9	10	9	10
105	105	7	6.7	Do. pref.	....	(— bid 105 asked)			
7½	4	.	...	Simpson, A.	....	(— bid 7½ asked)			
2.00	1.00	.	...	Do. (B)	6	2.00	1.00	1.00	1.00
89	74	6.50	8.5	Do. pref.	16	76½	76	74	74
†135	132	6	4.4	Simpson, R., pf.	....	(139 bid 140 asked)			
9½	8¾	80c	8.9	So. Can. Pr.	....	(8¾ bid 9 asked)			
103½	99½	6	5.8	Do. pref.	38	102½	103	102¾	102½
2.00	1.00	.	...	St. Law. Corp.	1081	1.25	1.25	1.15	1.15
15½	12	1	8.2	Do. (A)	220	12	12½	12	12½
25	22	1.40+50c	7½	St. Law. Fl.	....	(— bid 25 asked)			
122	115	7	5.7	Do. pref.	....	(120 bid — asked)			
43	33	3	9	St. Law. Pap. p	295	35	34	33	34
11	9	50c	...	Stan. Chem.	7	10	9¾	9¾	9¾
†5	1	.	...	Stand. Clay	....	(2 bid 10 asked)			
.30	.40	.	...	St. Pav. & Mat.	....	(.40 bid 1.00 asked)			
5	4	31½c	...	Do. pref.	....	(4 bid — asked)			
4	3	20c	5	Stand. Radio	4	3½	4	4	4
20	13¾	60+60c	9	Stedman Bros.	....	(15 bid 20 asked)			
63½	57	3	5.1	Steel of Can.	58	59½	60½	59	59
70½	64	3	4.7	Do. pref.	239	68	69½	64	68
3	3	.	...	Sterling Coal	....	(3 bid 5 asked)			
†.15	.15	.	...	Stop & Shop	....	(— bid .20 asked)			
13½	11½	80+50c▪		Stuart, D.A., pf.	....	(— bid 13½ asked)			
‡3	2¾	.	...	Supersilk H. A.	....	(— bid 3 asked)			
†3	2¾	.	...	Do. (B)	....	(— bid 3 asked)			
†70	70	5	7.2	Do. pref.	....	(— bid 73 asked)			
19	19	1+25c	6.6	Sup. Pete. ord.	10	19	19	19	19
20	20	1+25c	6.2	Do. com.	....	(18½ bid 32 asked)			

T, U, V

Range 1942 High	Low	Div R'te $	Apr18 Y'ld %		Sales	Last Apr. 13	Week end. Apr. 20 H	L	Cl'se
11½	9	80c	8	Tamblyn	50	10½	10	10	10
52¾	52½	2.50	4.8	Do. pref.	....	(52½ bid — asked)			
1.25	1.25		...	Thayers	....	(1.25 bid — asked)			
24	24	3.50	...	Do. pref.	....	(20 bid 27 asked)			
1½	1	.	...	Thrift Stores	175	1	1½	1½	1½
13	10		...	Do. pref.	435	13	13	13	13
8½	6¾	80c	8.9	Tip Top Tailors	....	(6¾ bid — asked)			
106	99	7	7	Do. pref.	....	(96 bid 110 asked)			
†1.50	1.00	.	...	Tooke Bros.	....	(1.00 bid — asked)			
13½	12	.	...	Do. pref.	....	(11 bid — asked)			
20	20	1	5	Tor. Elevators	....	(16 bid 20 asked)			
50	48	2.62½	5.4	Do. pref.	11	48	48	48	48
76	68	4	5.9	Tor. Gen. Tr.	4	68	68	68	68
84½	68	5	7	Toronto Mtge.	....	(70 bid 77 asked)			
151	147	7	4.6	Tuckett Tob. p.	....	146½ bid 155 asked			
3½	1	.	...	Twin City	....	(2½ bid — asked)			
28½	28½		...	Do. pref.	....	(— bid — asked)			
10¾	7½	80+20c	12	Union Gas	350	8	8½	7½	8½
†13½	12	80c	6.2	Un. Amuse. A.	....	(12 bid — asked)			
†13½	13	80c	5.9	Do. (B)	....	(12 bid — asked)			
1.20	.75	10c	...	United Distill	....	1.00 bid 1.10 asked			
36	30	3	10	United Fuel, pf.	10	30	30	30	30
3¾	2½	.	...	Do. pref. B.	10	2½	3	3	3
2½	¾	.	...	United Secs.	....	(2 bid — asked)			
4½	2¾	.	...	United Steel	1215	3½	3½	3½	3½
3¾	3	.	...	Viau Bisc.	....	(— bid 3½ asked)			
52	50	5	10	Do. pref.	....	(47½ bid — asked)			

W, Y, Z

Range 1942 High	Low	Div R'te $	Apr18 Y'ld %		Sales	Last Apr. 13	Week end. Apr. 20 H	L	Cl'se
40	35	4	10.9	Wabasso Cot.	5	36½	36½	36½	36½
50½	40	4	9.6	Walker-Good.	427	42	41¾	40½	41¾
21	18½	1	5.4	Do. pref.	395	18¾	18¾	18½	18½
1.05	1.00	5c	...	Walkerville Br.	225	1.05	1.05	1.05	1.05
‡135	120	7	...	W. Koot. Pr. pf	....	(133½ bid — asked)			
1.10	1.00	.	...	West. C. Flour.	200	1.00	1.05	1.00	1.05
24	18	.	...	Do. pref.	....	(21 bid 23 asked)			
51	48	3+2	10	West. Grocers	11	48	50	48	50
111	109	7	6.4	Do. pref.	....	(110½ bid — asked)			
‡15½	11¾	50c	...	W'minster Pap.	....	(— bid — asked)			
11½	9¾	80c	8	Weston Ltd.	195	10	10	10	10
94½	94	5	5.3	Do. pref.	....	(92 bid 95 asked)			
16½	15½	1	6.2	Wilsils	....	(— bid 16½ asked)			
1.15	.65	.	...	Winnipeg El. A.	322	.85	.85	.85	.85
1.25	.65	.	...	Do. (B)	202	.65	.85	.80	.85
8	5½	.	...	Do. pref.	....	(6¾ bid — asked)			
80	70	7	10	Wood A. & J. p	....	(— bid 80 asked)			
60	55	.	...	Woods Mfg. pf.	10	60	60	60	60
5	4½	40c	...	York Knitting	....	(— bid 5½ asked)			
•100	100	7	...	Do. 1st pref.	....	(— bid — asked)			
11½	11	80c	7.1	Zellers	....	(10¾ bid 11½ asked)			
25	24½	1.30	6.1	Do. pref.	....	(24 bid — asked)			

Quotations: †1941. ‡1940. •1939. *1938.

▴ On account of arrears. ‡ Paid in 1941.
▪ Participating.
* Net after corporate income tax.
▴ Paid or payable in 1942 to date.

Mining Stocks

Week Ending April 20

A

Par Val.	Range 1942 High	Low	Company	Sales	Close Apr. 13 (or last)	High for week	Low for week	Close Apr. 20
No	.16½	.08¾	Aldermac	14,900	.09	.08½	.08¼	.08½
1	.00½	.00½	Amm. Gold	3,000	.00½	.00½	.00½	.00½
No	2.55	1.75	Anglo-Huronian	108	1.75	1.75	1.75	1.75
No	.25	.25	Argus Interests	162	.....	.25	.25	.25
No	†.03	.01	Arno	......	(.... bid .02 asked)			
1	.04½	.02¾	Ashley	......	(.03½ bid .03½ asked)			
1	.02	.01¼	Astoria Quebec	......	(.02 Apr. 9)			
1	1.47	.85	Aunor Gold	1,500	.95	.95	.85	.95

B

Par Val.	Range 1942 High	Low	Company	Sales	Close Apr. 13 (or last)	High for week	Low for week	Close Apr. 20
1	.06	.05	Bagamac	500	.05½	.05	.05	.05
1	.05½	.02½	Bankfield	500	.04	.03½	.03½	.03½
No	.09½	.06	Base Metals	500	.07	.06½	.06¼	.06¼
1	.06½	.02½	Bear Exploration	7,000	.03	.03	.02¾	.03
1	.94	.56	Beattie Gold	1,700	.58	.62	.56	.60
1	.03	.02½	Beaufor	......	(.02½ bid .04 asked)			
1	.65	.60	Berens River	......	(.35 bid .80 asked)			
1	.10	.04½	Bidgood Kirk.	3,500	.05½	.05½	.05¼	.05½
1	.09	.06	Bobjo	12,500	.07	.08	.07½	.07½
1	.32½	.10	Bonetal Gold	4,100	.14	.13	.11	.11½
1	.02	.01¾	Bouscadillac G.M.	......	(.01¾ bid .02½ asked)			
No	9.30	7.00	Bralorne	1,100	7.40	7.40	7.10	7.30
1	*.03	.02¼	Brazil Gold	......	(.... bid .02¼ asked)			
1	.01¼	.01¼	Brett Trethewey	......	(.00¾ bid .00¾ asked)			
1	.61	.36	Broulan Porc.	8,500	.40	.39½	.36	.38
1	2.80	1.48	Buffalo Ankerite	2,450	1.75	1.51	1.48	1.48
No	.02¼	.01	Buffalo Can.	......	(.01¾ bid .02½ asked)			
5	12.50	5.00	Bulolo Gold	......	(6.25 bid 7.50 asked)			
No	*.03	.01	Bunker Hill	......	(.01 bid .... asked)			

C

Par Val.	Range 1942 High	Low	Company	Sales	Close Apr. 13 (or last)	High for week	Low for week	Close Apr. 20
1	*.11	.05	Camp Bird	......	(.... bid .... asked)			
No	.49	.23	Can. Malartic	3,150	.28	.29	.28	.27½
1	1.72	1.00	Cariboo Gold	100	1.05	1.05	1.05	1.05
1	.01	.00½	Cartier Malartic	......	(.00½ bid .... asked)			
1	.56	.45	Castle Trethewey	150	.56	.56	.54	.54
1	.05	.05	Cen. Cadillac	......	(.... bid .04 asked)			
1	1.30	.83	Cen. Patricia	4,875	.90	.87	.83	.85
1	.10½	.06	Cen. Porcupine	500	.06½	.06½	.06½	.06½
1	*.18¼	.15	Century Mining	......	(.... bid .18¾ asked)			
1	1.50	.86	Chesterville	4,740	.96	.95	.80	.90
No	2.20	1.50	Chromium	150	2.00	1.65	1.65	1.65
5	1.10	.95	Coast Copper	......	(.... bid 1.00 asked)			
1	.62	.46	Cochenour Willans	5,500	.48	.50	.46	.50
5	1.15	1.00	Coniagas	......	(.75 bid 1.00 asked)			
No	.94	.60	Coniaurum	300	.67	.66	.65	.65
5	39.00	37.37	Cons. Smelters	1,448	38.25	38.25	37.50	38.00

D, E

Par Val.	Range 1942 High	Low	Company	Sales	Close Apr. 13 (or last)	High for week	Low for week	Close Apr. 20
1	.65	.26½	Delnite	700	.26½	.30	.30	.30
1	.04½	.02½	Denison Nickel	3,000	.04	.04½	.03½	.03½
No	17.50	10.37	Dome Mines	2,100	11.00	11.00	10.87	10.50
1	.10	.03	Duquesne	5,500	.03	.03½	.03	.03
1	2.22	1.25	East Malartic	7,450	1.36	1.36	1.25	1.28
1	.49	.32	Eldorado	5,800	.44	.44	.41	.44

F, G

Par Val.	Range 1942 High	Low	Company	Sales	Close Apr. 13 (or last)	High for week	Low for week	Close Apr. 20
No	3.60	2.82	Falconbridge	490	2.87	2.90	2.82	2.82
1	.02¼	.01¼	Federal	1,000	.01¼	.01½	.01¼	.01½
No	.42¼	.20	Francoeur Gold	5,300	.21	.20	.20	.20
1	.03½	.02	Gillies Lake	......	(.03 bid .04 asked)			
1	.01	.01	Glenora	500	.01	.01	.01	.01
No	.20	.10	God's Lake	6,900	.10	.10	.10	.10
1	.11½	.07½	Goldale	2,800	.11	.10½	.09	.09
50c.	.13	.13	Gold Belt	100	.13	.13	.13	.13
1	.05½	.03¼	Gold Eagle	3,600	.03¾	.04¼	.04	.04¼
1	.04¼	.01	Golden Gate	1,300	.01½	.01½	.01	.01½
1	.00½	.00½	Goodfish	......	(.00½ bid .01 asked)			
1	.01¼	.01¼	Graham Bosquet	500	.....	.01¼	.01¼	.01¼
No	.05	.03¾	Grandora	1,000	.04	.05	.05	.05
1	.02	.01½	Grull Wihksne	......	(.01¼ bid .02 asked)			
1	.14	.07	Gunnar Gold	3,000	.08	.09	.07	.07½

H, I, J

Par Val.	Range 1942 High	Low	Company	Sales	Close Apr. 13 (or last)	High for week	Low for week	Close Apr. 20
1	.03	.01½	Halcrow Swayze	......	(.01½ bid .02 asked)			
1	.00½	.00½	Halliwell Gold	......	(.... bid .01 asked)			
1	3.00	1.90	Hallnor Mines	225	2.00	1.95	1.90	1.90
1	.55	.33	Hard Rock	3,100	.38	.38	.35	.35
1	.02¾	.02	Harker	......	(.01½ bid .03 asked)			
1	*.58	.43	Hedley Mascot	......	(.... bid .... asked)			
5	10.50	6.65	Hollinger	2,365	7.25	7.15	7.00	7.15
1	.20	.13	Howey Gold	......	(.15 bid .20 asked)			
No	28.12	21.75	Hudson Bay	3,225	23.00	22.63	21.75	22.63
1	.30	.20	Inspiration	500	.24	.22½	.22½	.22½
No	36.25	29.25	Int. Nickel	4,069	30.50	30.00	29.25	30.00
50c.	*1.30	.85	Island Mountain	......	(.... bid 1.35 asked)			
1	.01¼	.01	Jacola	......	(.... bid .01½ asked)			
1	.20	.08	Jack Waite	1,000	.08½	.08½	.08½	.08½
1	.29½	.15	Jason Mines	2,400	.18	.19	.17	.18
1	.02¼	.01	Jellicoe	40	.02½	.01	.01	.01
1	.01½	.00½	J. M. Cons. Gold	1,000	.01	.00½	.00½	.00½
1	.03½	.01½	Joliet Quebec	......	(.02 bid .02½ asked)			

K, L

Par Val.	Range 1942 High	Low	Company	Sales	Close Apr. 13 (or last)	High for week	Low for week	Close Apr. 20
1	4.35	2.93	Kerr Addison	8,205	3.25	3.25	3.05	3.25
1	.22	.22	Kerr Lake	......	(.... bid .... asked)			
1	.05	.01½	Kirk. Gold Rand	......	(.01 bid .03 asked)			
1	.26	.20	Kirk. Hud. Bay	......	(.... bid .25 asked)			
1	.62	.44	Kirkland Lake	12,950	.46	.46	.44	.44
1	12.00	6.75	Lake Shore	3,105	7.25	7.05	6.75	7.00
No	4.15	3.15	Lamaque Gold	225	3.15	3.30	3.15	3.20
1	.09	.04	Lapa Cadillac	1,300	.05	.04½	.04½	.04½
1	.01¼	.00¾	Lebel Oro	......	(.00¾ bid .01¼ asked)			
1	.52	.38½	Leitch Gold	4,800	.45	.44	.43	.44
No	1.35	.90	Little Long Lac	4,125	.95	.96	.93	.95

M

Par Val.	Range 1942 High	Low	Company	Sales	Close Apr. 13 (or last)	High for week	Low for week	Close Apr. 20
1	2.85	2.02	Macassa	2,915	2.15	2.18	2.02	2.12
1	1.68	1.05	MacLeod Cockshutt	7,083	1.15	1.15	1.05	1.15
1	.51½	.30	Madsen Red Lake	17,800	.42	.40	.37	.38½
1	2.22	1.15	Malartic Gold	27,950	1.34	1.35	1.23	1.26
No	.25	.20	Mandy	......	(.23 bid .... asked)			
No	.00½	.00½	Man. & Eastern	......	(.00½ bid .00½ asked)			
1	.02	.01	Maralgo	......	(.01 bid .... asked)			
5	45.50	37.00	McIntyre	720	39.25	38.00	37.00	37.50
1	1.04	.80	McKenzie R.L.	12,005	.80	.80	.80	.85
1	.02¼	.01¼	McLellan Gold	3,000	.01½	.01½	.01¼	.01½
1	.05	.03	McVittie Graham	2,800	.04	.04	.03	.03
No	.10	.08	McWatters	1,800	.08½	.08	.08	.08
5	*.20	.15	Mentor Exploration	......	(.15 bid .42 asked)			
No	1.40	.96	Mining Corp.	700	1.00	1.00	.96	.96
1	†.05	.05	Moffatt Hall	......	(.... bid .... asked)			
1	.28	.21	Moneta	4,075	.25	.25	.23	.24

N, O

Par Val.	Range 1942 High	Low	Company	Sales	Close Apr. 13 (or last)	High for week	Low for week	Close Apr. 20
1	.23	.10	Naybob	21,600	.11¼	.11	.10	.10
1	.80	.32	Negus Mines	......	(.31 bid .40 asked)			
5	1.04	.75	Nipissing	355	.86	.85	.81	.81
No	52.00	41.00	Noranda	5,148	42.75	42.50	41.63	42.00
No	.25	.16	Nor. Canada	......	(.... bid .20 asked)			
1	.04	.03	Norgold	......	(.02 bid .03 asked)			
No	.90	.62	Normetals	2,400	.65	.65	.62	.62
1	*5.00	3.75	Northern Empire	......	(2.00 bid .... asked)			
1	.91	.52	O'Brien	3,855	.50	.55	.52	.52
1	.10	.05¼	Omega	3,500	.08½	.08	.07	.07
1	.12½	.06¾	Ontario Nickel	212,800	.12	.12½	.10½	.12½
1	.06	.04	Osisko	......	(.02 bid .03 asked)			

P, Q, R

Par Val.	Range 1942 High	Low	Company	Sales	Close Apr. 13 (or last)	High for week	Low for week	Close Apr. 20
No	.90	.53	Pamour	500	.56	.53	.53	.53
1	.04	.03	Pandora	......	(.03 bid .04 asked)			
1	.02	.01	Partanen Mal.	......	(.01½ bid .01½ asked)			
1	3.00	2.00	Pato Cons. G.	100	2.00	2.00	2.00	2.00
1	.00¾	.00½	Pawnee Kirk	......	(.00½ bid .01 asked)			
1	.17	.10	Paymaster	6,400	.13½	.13½	.13	.13½
1	1.75	1.15	Pend Oreille	600	1.25	1.15	1.15	1.15
1	1.35	1.00	Perron Gold	3,300	1.11	1.11	1.06	1.08
1	2.35	1.45	Pickle Crow	4,200	1.77	1.67	1.45	1.45
1	2.20	1.42	Pioneer Gold B.C.	2,375	1.50	1.55	1.42	1.45
1	4.25	4.25	Placer Devel.	......	(4.25 bid .... asked)			
1	.78	.42	Powell Rouyn	2,350	.54	.56	.53½	.54
1	.60	.35	Premier Gold	3,150	.39½	.40	.35	.40
1	3.20	1.64	Preston E. Dome	9,800	1.87	1.82	1.75	1.80
No	.20	.15	Prospectors Air's.	......	(.10 bid .20 asked)			
1	.25	.20	Quebec Gold	......	(.... bid .... asked)			
1	.39	.08	Queenston Gold	1,300	.12	.10	.08	.10
No	.05	.02	Quemont	......	(.03 bid .05 asked)			
No	.00½	.00½	Red Crest	......	(.... bid .03 asked)			
1	.45	.40	Reeves McDonald	......	(.... bid .... asked)			
1	.32	.02½	Reno Gold	2,700	.03	.02½	.02¾	.02¾
1	.02¼	.02	Roche Long Lac	......	(.02¼ bid .02½ asked)			

S, T, U, V, W, Y

Par Val.	Range 1942 High	Low	Company	Sales	Close Apr. 13 (or last)	High for week	Low for week	Close Apr. 20
1	2.05	1.35	San Antonio	1,030	1.45	1.50	1.45	1.45
1	.02¼	.01½	Sand River	......	(.01 bid .02 asked)			
1	.18	.09	Senator Rouyn	7,100	.09½	.10	.09½	.10
1	.01½	.01	Shawkey	200	.01½	.01	.01	.01
50c.	.83	.70	Sheep Creek	......	(.66 bid .... asked)			
1	.98	.65	Sherritt Gordon	10,955	.73	.74	.65	.70
1	6.00	4.25	Sigma Mines	553	4.50	4.60	4.45	4.50
1	.50	.35	Siscoe	2,984	.36	.40	.35	.35
1	.33	.17	Sladen Malartic	4,100	.18½	.19	.17	.17
1	.06	.01	Slave Lake	5,700	.01½	.02	.01½	.01½
1	.04	.02	St. Anthony	......	(.01½ bid .02 asked)			
No	1.96	1.35	Steep Rock	13,450	1.58	1.60	1.50	1.50
No	.01½	.01	Straw Lake	12,400	.01	.01½	.01	.01
1	.13¾	.08½	Sturgeon River	3,500	.10½	.10	.08½	.10
No	1.88	1.15	Sudbury Basin	80	1.23	1.21	1.15	1.15
1	.02¾	.01¼	Sudbury Contact	......	(.02 bid .03¾ asked)			
1	.61	.50	Sullivan Cons.	1,600	.53	.53	.51	.52
1	1.98	1.10	Sylvanite	3,100	1.27	1.25	1.10	1.20
1	2.34	1.45	Teck Hughes	6,654	1.68	1.65	1.45	1.50
1	.03¾	.03	Temiskaming	......	(.03 bid .04 asked)			
1	1.10	.80	Toburn Gold	100	.80	.85	.85	.85
1	.13	.09	Towagmac	......	(.08 bid .14¾ asked)			
No	.50	.30	Trans. Resources	......	(.30 bid .40 asked)			
1	.05	.02½	Uchi Gold	1,500	.03½	.03½	.03½	.03½
	40.00	20.00	Uchi Bonds	......	(15.00 bid 28.00 asked)			
1	1.24	.59	Upper Canada	20,450	.72	.70	.59	.65
No	3.70	2.95	Ventures	87	3.05	3.25	3.00	3.05
No	4.80	4.00	Waite Amulet	1,187	4.20	4.50	4.00	4.25
1	.15	.08	Wendigo	16,600	.13	.14	.08	.13
1	.01½	.00½	Wiltsey Coughlan	......	(.00½ bid .... asked)			
1	.04	.02¼	Wood Cadillac	1,000	.02¾	.03	.03	.03
No	2.90	1.82	Wright-Hargreaves	4,705	1.91	1.95	1.82	1.95
No	.05	.03½	Ymir Girl	......	(.03¾ bid .... asked)			

Oil Stocks

Par Val.	Range 1942 High	Low	Company	Sales	Close Apr. 13 (or last)	High for week	Low for week	Close Apr. 20
No	.10	.03	Acme Gas & Oil	1,500	.06	.06	.06	.06
1	.07½	.05	Alta. Pac. Cons.	3,000	.07	.06	.06	.06
1	.12	.09	Ajax	1,100	.10	.09	.09	.09
No	.56	.32	Anglo Canadian	1,280	.40	.39½	.32	.32
No	.29	.18½	Br. Dominion	40,322	.26	.26	.25	.25½
No	.07	.04	Brown Oil	1,600	.04½	.05	.04	.05
No	1.20	.89	Calgary & Ed.	625	.99	.90	.89	.89
1	.18	.11	Calmont	......	(.12 bid .15 asked)			
No	.22	.19	Commoil	......	(.16 bid .20 asked)			
No	.30	.20	Common Pete	1,100	.20	.20	.20	.20
No	.30	.12	Dalhousie	1,210	.16	.15½	.15	.15
No	.17½	.12	Davies Pete	1,100	.13	.13	.12	.12
No	.04	.02	East Crest	......	(.01½ bid .02½ asked)			
No	*.30	.20	Federated Pete	......	(.... bid .25 asked)			
No	.88	.60	Foothills	......	(.50 bid .70 asked)			
50c.	.01	.01	Grease Creek Pete	......	(.... bid .02 asked)			
No	†.08	.04	Hargal	......	(.... bid .10 asked)			
No	.20	.10	High Sarcee	......	(.10½ bid .12 asked)			
No	2.70	2.31	Home	10,710	2.45	2.50	2.40	2.45
1	.06	.03	Homestead O. & G.	29,800	.05¾	.06	.04½	.06
No	.04	.02¼	McD. Segur	500	.04	.02¾	.02¾	.02¾
1	.19	.13	Model	......	(.15 bid .19 asked)			
25c.	.04	.04	National Petroleum	......	(.04 bid .05 asked)			
1	.05	.03¼	Nordon	240	.04½	.04	.04	.04
No	.03	.01¼	Oil Selections	......	(.02¾ bid .02½ asked)			
No	.40	.22	Okalta	500	.24	.23	.23	.23
No	.03½	.02	Pacalta	15,000	.02½	.02¾	.02	.02
1	*.27	.15	Pacific Petroleum	......	(.... bid .15 asked)			
No	.25	.25	Petrol Oil & Gas	......	(.... bid .30 asked)			
No	19.75	16.50	Royalite	12	16.75	18.00	16.50	16.50
No	.05	.02¼	South End	......	(.02¾ bid .03½ asked)			
No	.17	.14	South West Pete	2,100	.15	.14	.14	.14
5	1.00	.76	Texas Can.	100	.90	.76	.76	.76
No	.04½	.03¼	United Oils	......	(.08 bid .04 asked)			
1	.11	.05½	Vermilata	33,200	.08½	.10	.08	.09½
1	.22	.15	Vulcan	......	(.08 bid .20 asked)			

Vancouver Stocks

Par Val.	Range 1942 High	Low	Company	Sales	Close Apr. 13 (or last)	High for week	Low for week	Close Apr. 20
1	.05¼	.03	Bayonne Cons.	......	(.03 bid .04 asked)			
No	9.20	7.15	Bralorne	1,100	7.40	7.35	7.15	7.20
1	*.00½	.00½	Bridge River Cons.	......	(.... bid .... asked)			
1	1.74	1.00	Cariboo Gold	400	1.05	1.10	1.10	1.10
No	.01	.00¾	Dentonia	......	(.00¾ bid .... asked)			
No	.00¾	.00½	Fairview Amal.	......	(.... bid .00¾ asked)			
1	.10	.10	George Copper	......	(.12½ bid .... asked)			
1	.06¼	.05	Golconda	......	(.04 bid .... asked)			
50c.	.16	.13	Gold Belt	1,800	.14	.15½	.14	.15½
50c.	.18	.14	Grandview	1,000	.15	.15	.15	.15
1	.03¼	.01½	Grull Wihksne	......	(.01 bid .01½ asked)			
1	.35	.25	Hedley Mascot	500	.26	.26	.25	.25
No	.00½	.00½	Home Gold	......	(.00½ bid .00½ asked)			
1	.01½	.01½	Indian Mines	......	(.01½ Mar. 24)			
50c.	1.06	.96	Island Mountain	......	(1.02 Apr. 8)			
1	.30	.28	Inter'l Coal	......	(.29 bid .34½ asked)			
50c.	.22	.15	Kootenay Belle	......	(.17 bid .18 asked)			
1	.20½	.20	McGillivray Creek	......	(.20½ Apr. 11)			
No	.01	.00½	Minto Mines	......	(.00¾ bid .01 asked)			
50c.	.02	.01¼	Nicola	4,000	.01½	.02	.01½	.02
1	.10	.08	Pacific Nickel	750	.10	.08	.08	.08
1	1.75	1.10	Pend Oreille	110	1.25	1.10	1.10	1.10
1	2.15	1.40	Pioneer Gold	2,100	1.48	1.48	1.40	1.40
No	.01¾	.01	Premier Border	......	(.01 bid .01½ asked)			
1	.60	.38	Premier Gold	1,300	.40	.40	.40	.40
No	.60	.28	Privateer Mines	3,450	.29½	.31	.28	.31
1	.02	.01	Quatsino Copper	......	(.01 Mar. 31)			
1	.50	.35	Reeves McDonald	......	(.32 bid .... asked)			
1	.22½	.02	Reno Gold	700	.03	.03	.03	.03
50c.	.00¾	.00¼	Salmon Gold	......	(.... bid .01 asked)			
50c.	.84	.68	Sheep Creek	9,300	.68	.70	.68	.68
1	.71	.60	Sibak Premier	700	.65	.70	.65	.65
No	*.00¼	.00¼	Silvercrest	......	(.... bid .... asked)			
50c.	.06	.06	Surf Inlet	......	(.06 bid .... asked)			
No	*.03	.02	Taylor Bridge	......	(.02½ bid .04 asked)			
20c.	.02½	.01	Wellington	......	(.01 bid .01½ asked)			
1	.04¼	.02	Whitewater	......	(.02 bid .02½ asked)			
No	*.08	.03½	Ymir Yankee Girl	......	(.... bid .... asked)			

Oil Quotations

Par Val.	Range 1942 High	Low	Company	Sales	Close Apr. 13 (or last)	High for week	Low for week	Close Apr. 20
1	.07	.05½	Alta. Pac. Cons.	200	.06	.05½	.05½	.05½
No	.55	.40	Anglo Canadian	......	(.35 bid .... asked)			
No	.03	.02¼	Anaconda	......	(.02½ bid .03 asked)			
No	.25¾	.19	Brit. Dominion	......	(.... bid .... asked)			
No	*.07½	.05	Brown Oil	......	(.... bid .... asked)			
No	1.17	.90	Calgary & Ed.	1,200	.97	.98	.90	.95
1	.17	.10	Calmont	2,100	.12	.12	.12	.12
No	.23	.17½	Commoil	......	(.16 bid .... asked)			
No	.28	.24	Commonwealth	......	(.19 bid .26 asked)			
No	.22	.15	Dalhousie	......	(.15 bid .... asked)			
No	.16½	.12	Davies Pete	......	(.14 Mar. 24)			
No	.02¼	.02¼	East Crest	......	(.... bid .... asked)			
No	*.36½	.21	Federated Petroleum	......	(.... bid .... asked)			
No	.85	.60	Foothills	300	.70	.60	.60	.60
No	.20	.12	High Sarcee	......	(.08 bid .10 asked)			
No	2.67	2.30	Home Oil	800	2.35	2.43	2.40	2.43
No	.01¼	.00½	Madison	......	(.01 bid .01¼ asked)			
No	.01½	.01	Marjon Oil	......	(.01 bid .01½ asked)			
No	.04¼	.02¼	McD. Segur Ex.	1,000	.02½	.02¾	.02¾	.02¾
No	.04½	.03½	Mercury	......	(.04½ bid .... asked)			
No	.07	.06	Mill City Pete	......	(.06 bid .... asked)			
1	.20	.15	Model	......	(.15½ bid .18 asked)			
25c.	.04	.04	National Pete	......	(.04 bid .04½ asked)			
1	.03	.03	Nordon	......	(.03 bid .... asked)			
No	.40	.21	Okalta	100	.21	.22	.22	.22
No	.03	.03	Pacalta Oil	......	(.02½ bid .... asked)			
1	.25	.15	Pacific Petroleums	10,000	.23	.15	.15	.15
No	.05½	.03	Royal Canadian	......	(.03 bid .03½ asked)			
No	†.10½	.06	Royal Crest	......	(.... bid .... asked)			
No	18.63	16.00	Royalite	4	16.00	16.25	16.25	16.25
No	.05	.03½	South End	3,000	.04	.03½	.03½	.03½
No	.20	.15	Southwest Pete	......	(.15 Mar. 9)			
1	*.05¼	.02¼	Spooner	......	(.04½ bid .... asked)			
25c.	.09½	.08	Sunset Oil	......	(.... bid .08 asked)			
No	.04¼	.03½	United	3,000	.03½	.03½	.03½	.03½
No	.04	.04	Vanalta	......	(.04 bid .05 asked)			
1	.20	.15	Vulcan	......	(.... bid .12 asked)			

* Quotations for 1941, 1940.

Winnipeg Stocks

(Transactions from Apr. 13 to Apr. 18)

	Sales	High for period	Low for period	Close Apr. 18
Beaver Lumber, com.	50	3.12	3.12	3.12
Dominion Envelope, pref.	3	96.00	96.00	96.00
Flin Flon Gold	2,000	.00¾	.00¾	.00¾
Sachigo River	180	4.73	4.65	4.65
United Grain Growers	40	12.00	11.50	12.00
Western Steel	20	7.50	7.50	7.50

Stocks Not Traded in During Week*

	Bid	Asked		Bid	Asked
Beaver Fire	75	..	Grouped Inc.	..	4½
Beav. Lumber, p	101	103	Home Invest.	23¼	..
Can. Indemnity	150	..	Nor. C. Mtge. un	5½	..
Corr. P. Box	.60	12	Nor. Trusts	..	7
Cres. Cream., p.	..	8⅛	Traders Bldg.	44	..
Dom. Envel., c.	..	1¼	West. Brew.	1⅞	2
Fed. Grain, c.	.35		West. Grain, p.	..	7

*Stocks more active on other exchanges not included.

Volume of Stock Sales

	Montreal Markets Indust.	Montreal Markets Mines	Toronto Markets Ind. & Mines	Vancouver Markets Ind. & Mines
Apr. 21	4,500	8,100	114,000	......
Apr. 20	4,500	1,800	115,000	21,400
Apr. 18	3,800	1,900	73,000	6,150
Apr. 17	7,800	1,800	155,000	7,050
Apr. 16	8,700	8,100	143,000	10,450
Apr. 15	10,600	5,900	100,000	18,100

Government Bonds

(Supplied by Investment Dealers' Assoc. of Canada)

April 22, 1942

Dominion of Canada Bonds

%	Due	Bid	Ask.	Approx. Yld.
3	Oct. '42	101½	101¾	.41
2½	June '43	101½	101¾	1.04
5	Oct. '43	104½	105½	1.47
2	June '44	100¾	101½	1.42
1½	Sept. '44	99½	100	1.50
a2½	Jan. '44	99½	99¾‡	2.52
4½	Oct. '44	106¾	107½	1.62
2½	Nov. '44	102	102½	1.52
a2½	Aug. '45	98½	99¾	2.81
a4	Oct. '45	103	103¾	b1.46
2	Mar. '45	100½	101	1.65
2	Dec. '46	99½	99¾	2.05
4½	Feb. '46	108½	109½	1.95
2½	Mar. '48	99½	100	2.25
3½	June '49	102¾	103½	b2.38
3½	Oct. '49	102	102¾	b2.39
3½	Nov. '51	101¾	102½	b2.84
3½	Feb. '52	101¾	102½	▴2.93
a5	May '52	100½	101¾	...
4	Oct. '52	105¾	106½	b2.75
a3	June '51	99½	100½	3.07
3	Oct. '52	99½	99¾	3.03
3	June '55	99½	100	3.00
4½	Nov. '56	107½	108	b2.63
a3	Mar. '54	99½	100	3.07
4½	Nov. '57	107¾	108¾	b2.80
3	June '58	99	100¾	2.92
4½	Nov. '58	109	109¾	b2.86
4½	Nov. '59	110	110¾	b2.91
a4	Oct. '60	104½	‡105½	b3.29
a3½	Jan. '61	98½	99‡	3.32
3½	June '66	101	101¾	b3.10
a3e	Jan. '67	95½	96‡	3.23
a3e	Nov. '68	95½	96‡	3.22
†3	Perpet'l	94½	95½	3.15

Dominion Guarant'd Bonds

Can. Nat'l. Railways:

%	Due	Bid	Ask.	Approx. Yld.
2	Feb. '43	100½	101	.95
2½	Jan. '46	100¾	101½	1.85
3	May '44	102½	103½	1.50
3	Dec. '50	99½	100	3.00
3	Jan. '59	98½	99	3.08
*4½	Sept. '51	117½	119	2.25
*4½	Feb. '56	118	119½	2.83
4½	July '57	118½	119½	2.91
3	Feb. '53	98½	99½	3.03
4½	June '55	120	121½	2.82
5	Feb. '54	117¾	118¾	3.12
*5e	July '69	118½	119½	...
*5e	Oct. '69	122	123½	b2.20
*5e	Feb. '70	122	123½	b2.34

Grand Trunk Pacific Rly.:

%	Due	Bid	Ask.	Approx. Yld.
3	Jan. '62	101	102	2.87

Provincial Gov't. Bonds

%	Due	Bid	Ask.	Approx. Yld.
New Brunswick:				
3	Oct. '51	92	94	3.75
3½	Aug. '49	94	96	3.88
3½	June '56	94	96	3.87
c4	Nov. '47	104	106	b2.25
c4½	Apr. '61	107	109	3.83
c5	Jan. '60	110	112	4.05
Nova Scotia:				
3	Jan. '52	96½	98	3.23
3½	June '56	98½	100	3.25
3½	Nov. '50	100	101½	3.30
c4½	Sept. '52	107½	109	b2.73
c4½	Nov. '60	111	113	3.55
c5	Mar. '60	117½	119½	3.54
Ontario:				
2½	May '45	100	101	2.17
3	Apr. '48	99½	100½	b2.86
3	Nov. '50	99	100½	3.00
3½	Nov. '51	100	102	b2.93
3½	May '55	99½	102	b3.02
*4	June '62	109	112	3.20
4½	June '50	109	110	3.13
*4½	Jan. '62	116	118	3.27
5	Oct. '48	110½	111¾	3.00
*5	Dec. '60	121½	123½	3.32
5½	July '46	109	110½	2.90
Ont. Hydro Commission:				
3	Aug. '48	100	101	b2.74
3½	Feb. '53	100½	101½	b3.03
3½	Apr. '47	102½	104½	2.54
Prince Edward Island:				
4	Mar. '54	100	102	3.80
Quebec:				
3	Nov. '47	98½	99½	3.10
3½	Mar. '48	99½	100½	3.15
3½	Mar. '59	99½	100½	b3.45
4	Nov. '52	102½	104	b3.46
3½	Feb. '55	101	102½	b3.45
4½	Aug. '58	106	109	3.52
4½	Jan. '63	111	113	3.62
Alberta:				
4½	Oct. '51	70	..	d
4½	Oct. '56	66	68	d
4	Dec. '54	64½	66½	d
*5	Oct. '59	69	71	d
c5½	Apr. '52	71	73	d
6	Mar. '47	73	75	d
British Columbia:				
c4	Dec. '57	101	103	3.78
*4½	Jan. '51	104½	107½	3.50
c4½	Oct. '52	107	109	3.54
c5	Apr. '54	111½	113½	3.80
5½	Feb. '45	103½	105½	3.44
6	Feb. '47	106½	108½	4.07
Manitoba:				
c4	Dec. '57	97½	99½	4.04
c4½	Dec. '58	99½	101½	4.16
*5	Dec. '59	102	105	4.59
5½	Oct. '55	103½	105½	4.94
6	Apr. '47	104	106	4.64
Saskatchewan:				
4	Sept. '54	80	83	5.95
4	Nov. '60	79	81	5.87
c4½	Oct. '51	89	91	5.74
c4½	Mar. '60	86	88	5.37
5	Aug. '58	88	90	5.98
5½	Oct. '52	93	95	6.18
6	Mar. '53	96	98	6.30

*—Payable Can., N.Y. and £. b—Calculated to call date giving lowest possible yield. c—Payable Can. & N.Y. a—Payable N.Y. †—Callable on or after Sept. 15, 1966. d—Traded flat. Interest being paid at 50% of coupon rate, minimum rate 2%. e—Callable at a premium. ‡—N.Y. funds. ▴—Calculated to 1950 average maturity. ▪—Callable on or after earliest maturity shown and payable at maturity at 101.

Unlisted Stocks

(Furnished by A. J. Pattison Jr. & Co., Toronto)

Apr. 21, 1942

Industrials:	Bid	Ask.
Acme Farm., pf.	42	47
Andian National	26	27½
Anglo C. Tel., A	6¾	7½
Atlas Steel	19½	..
Brand. Hen., c.	3½	4½
B. C. Pulp, c.	9	11
Do., pfd.	67½	71
B. C. Sugar	65	67
B. C. Tel., 1st p.	105	..
Brown, com.	1½	1¾
Do., pfd.	25	28½
Burns & Co., A	3½	4½
Do., B	1½	2½
Can. Co-op. Wl.	8	..
Can. Indust., A	142	..
Can. Airways	1½	1¾
Can. Ing. Rand	67	71
Can. Mot. L.A.B.	5½	..
Can. Tube, 1st p.	77	80
Chase, A. W., p.	18	19½
Colonial Realty	2½	..
Colonial Steam.	35	37½
Corr. Pap. Box c	1	2
Copeland Fl. un.	12½	15
Dunlop T. p. $25	18	20
Easy Wash. p $10	9½	10¾
Galt Brass, c.	9	..
Goderich Elev.	6	7
Guard. Realty, p	13½	16
Guelph Carp., c	16¾	18½
Gurney Fdry., p	1½	1¾
Hayes Steel, c.	14½	15½
Hi'land Dairy, p	45	49
Inglis, John	3¾	4½
Ingram & Bell, p	92½	..
Kingst. Ship., un	37	39
Do., com.	6½	7½
Loblaw, Inc., c.	11½	12½
Minn.&Ont. P. c.	3½	3¾
M'row Screw, p.	101	105
Do., com.	12½	16
Morrison Br. un	4½	5½
Moirs, Ltd.	18	21

	Bid	Ask.
Neilson, Wm., p.	101	..
N. Meth. Ldy., p	63	..
Ont. Tobacco, p.	18	20
Pac. C. Term., c.	..	6
Prov. Paper, pf.	100	101½
Quinte Milk	2½	3½
Stand. Fuel, p.	50	53½
Do., com.	..	1½
Stedman, pf. $50	53½	56
Sutton Horsley	¾	1
Tor. Carpet, c.	58	..
Do., pfd.	67½	71
Un. F. Co-op.	2½	3½
Un. Steel, A pf.	20½	22
Viceroy Mfg., c.	12	..
Trusts & Loan Stocks:		
Brit. Mtge.	122	132
Brockville Tr.	42	..
Capital Tr.	28	31
Comm. Fin., c.	4½	..
Grey&Br. Tr. $50	42	..
Guaranty Trust	100	104
Guelph & O. $50	50	53
Indust. Mtge.	23	..
Lambton Loan	30½	33½
Midland Loan	14½	16
Premier Trust	30	36
Sherbrooke Tr.	120	..
Sterling Trust	51	56
Th. Can. Inv. Tr.	1¾	1½
Traders Fin. A c	3½	5
Do., A pfd.	57	61
Trusts&Gr., new	30	34
Victoria Trust	67	70
Waterloo Trust	100	..
Insurance Stocks:		
Canada Life	345	365
Brit. Amer.	50	52
Canadian Fire	79	82
Confed. 30% pd.	125	135
Cons. Fire Cas.	3¾	..

	Bid	Ask.
Continental L.	30	33
Crown, fully pd.	260	265
Dominion Fire	137	..
D. of Can. Gen.	114	120
Empire, 25% pd.	5	6
Excelsior 40% pd	70	74
Great-West Life.	200	210
Federal, 25% pd.	53	58
Halifax Fire	14	18
Imperial Life	260	273½
Manufac. Life	215	231
Monarch Life	33	35
National Life	6	12
Sov. L. 25% pd.	12½	14
Sun Life	220	240
Tor. General	4½	[illegible]
Wellington Fire.	58	..
Western Assce.	38	40
Theatre Stocks:		
Allen's, St. Cath. units	54	[illegible]
Do. Kings'n un	61	..
Loew's London p	21	[illegible]
Manaf. Theat., p	21	[illegible]
Para., Kitch., p.	50	..
Do., Oshawa, c	7½	[illegible]
Investment Trust Shares:		
Can. Investors	4½	5
Inv. Found. un.	48	[illegible]
Sec's. Hold., pf.	18½	[illegible]
United Corp., A	19½	..
Do., B	4½	[illegible]
Power Issues:		
Can. W. N. Gas	25½	[illegible]
Do., pfd.	101	..
Gt. Lakes Pr., p	101	[illegible]
Int. Util., $1.75 p	9½	13
Do., $3.50 pf.	28	..
Mtl. Isl. Pwr. p.	43½	[illegible]
Nor. Ont. Pr. p	72	[illegible]

Unlisted Mines

Toronto, April 21, 1942

	Bid	Ask
Albany R (Old)	.02	.04
(New)	.05	.10
Amal Kirk	.03	.04
Anoki	.01	.03
Aquarius	.12	.17
Arjon	.02	.03½
Armistice	.02	.05
Argosy	.03	..
Arca	.02	.04
Athona (New)	.00½	.01½
Barb Lard	.01½	.02½
Brock	.02	.05
Calder Bo	.02	.03
Can Rad	.06	.09
Central M	.01½	.01¾
Cheminis	.01½	.02½
Coin Lake	.01½	.02½
Cons Chib	.03	.05
Delpine	.04	.06
Desantis (New)	.06½	..
Dona Pat	.01	.02
Eastward	..	.08
Elmos	.04	.07
Franco	.15	.20
Galore	.00½	.01½
Goodrock	.25	.27
Hayes Cad	.02	.02¾
Hoyle new	.09	.10
Hugh PaP	.02½	.03½
Hutch Lke	.01	.01¾
Kewaga'a	..	.01
Kirk Gate	.00½	.01½
Kir Town	.04	.07
Lacoma	..	.01
Laguerre	.03	.06
Lake Duf	.15	.18
Lake Gen	.05	.10
Lw Pete	.14	.17
Magnet C	.30	.33
Magnet L	.08	.12
Martin Bir	.01	.03
Mata Can	.02	.04
Mata Con	.11	.14
McMar'ac	.08	.11
Mof Hal n	.01	.02
Mosher	.04½	.06
McManus	.00½	.01½
Nat Mal	.10	.11½
Nickel O	1.00	1.30
Norbeau	.15	.18
Northland (1940)	..	.02¾
Norwin	.07	.08
N Ribago	.00½	.01
Numalake	..	.12
Oklend	.03	.04
O'Leary M	.03	.04
Opemiska	.05	.08
Orpit	.02	.03
Pascalis	.12	.16
Pontiac R (Old)	.03	.06
Pelangio	.01	.02½
Polaris	..	.03
Proprie'y	3.00	3.35
Presdor	.02½	.03½
Queb Mn	.32	.34
Rand Mal	.08	.11
Red Lake	.00½	.01½
Riteria	.00¾	.01¾
Rouge	.01	.03
S.A.G.A.	.40	.75
Sachigo	4.50	5.00
Shenango (New)	..	.06
Sheldon	.03½	.04½
Skynner	.01	.02
Smelt Gl	.00½	.01
Springer	.07	.11
Stadacona	..	.06
Thomson	.08	.11
Union Mn	.01½	.04
Wesley	.01	.01¾
Y David'n	.14	.16

Corporation Bonds

(Supplied by Investment Dealers' Association of Canada)

Apr. 21, 1942

Public Utility Issues:	Int. Rate %	Due	Bid Apr. 21	Asked Apr. 21	Bid Apr. 14
▴Alg. Cen. H.B.R.	5	'59	13	15	13
†Assoc. Tel. & T.	5½	'55	64	67	64

Supplementary Stock Quotations

(Furnished by Plaxton, Cherry & McDonnell, Toronto)

Bid and asked as at Apr. 21, 1942, and change in bids, from previous week.

Miscellaneous Stocks:	Bid	Asked	Change
†Allens Tor. Th., pfd.	32	35	—¼
Atlas Steels. 7% pfd.	105½	106½	+½
Brantford Roofing	2.40	...	+.05
*Can. Gen. Rubber, pfd.	15½	22	—¼
Can. Mach., new com.	9	12	+½

Annual Meetings

Company	Place
27—Can. Crushed Stone	Hamilton
28—Brit. Amer. Oil	Toronto
28—Confed. Amuse.	Montreal
28—Legare Co.	Montreal
28—Mandy Mines*	Toronto
28—McKenzie R. L.	Toronto
28—Osisko Lake Mines	Toronto
29—Ashley Gold Mining	Toronto
29—Base Metals Mining	Toronto
29—Camlaren Mines	Toronto
29—Fleet Aircraft	Toronto
29—Intnl. Nickel	Toronto
29—Jerome Gold Mines†	Toronto
29—Mining Corp. of Can.	Toronto
29—Normetal Mining	Toronto
29—N. S. Light & Pr.	Halifax
29—Quemont Mining	Toronto
30—Acme Gas & Oil	Toronto
30—Aldermac Copper	Montreal
30—B. C. Power	Vancouver
30—Canadian Locomotive	Kingston
Apr. 30—Francoeur Gold M.	Montreal
Apr. 30—Hedley Mascot Gold	Vancouver
Apr. 30—Kewagama Gold (Que.)	Montreal
Apr. 30—Oil Selections	Toronto
Apr. 30—Opemiska Copper	Montreal
Apr. 30—Sigma Mines (Que.)	Montreal
Apr. 30—Southwest Petroleum	Calgary
May 6—Can. Pacific Rly.	Montreal
May 6—Inter City Baking	Montreal
May 6—Inter-State Royalty	Montreal
May 6—Jamaica Pub. Service	Montreal
May 7—Second In.-State Royalty	Montreal
May 13—International Paper	New York
May 18—Credit Foncier Fr.-Can.	Montreal

*And special. †Special general.

Mining Dividends

	Rate	Apr. 20	%
Anglo-Huronian	▴10c	1.78	..
Argus Interests	†4c	.25	
Aunor Gold	16c	.95	16.8
Bayonne	†1c	.03	27.5
Beattie Gold	16c	.60	..
Berens River	3c	.65	..
Bralorne	80c+40c	7.30	*16.4
Broulan Porc.	12c	.38	..
Buffalo Ankerite	▴30c	1.48	..
Bulolo Gold	$3	5.00	..
Can. Malartic	8c	.27½	..
Cariboo Gold	16c+1c	1.05	*16.2
Central Patricia	16c+4c	.85	*23.5
Chesterville	15c	[illegible]	..
Cochenour Willans	8c	.50	12
Coniagas	▴17½c	1.05	..
Coniaurum	16c	.67	23.9
Cons. Smelters	$1+$1.50	38.00	*6.6
Delnite	▴6c	.30	..
Dome Mines	$1.20	10.50	..
East Malartic	5c	1.28	..
Falconbridge	20c	2.82	..
Francoeur Gold	▴4c	.20	..
Goldale Mines	2c	.09	..
Gold Belt	▴2c	.13	..
Grandview	▴1½c	.15	..
Grull Wihksne	†.00½	.01½	..
Hallnor	40c	1.90	21
Hard Rock	▴8c	.35	..
Hedley Mascot	8c	.25	..
Hollinger	65c+45c	7.15	*15.3
Howey Gold	▴4c	.15	..
Hudson Bay	$2	22.63	8.8
Inspiration	▴2c	.22½	..
Inter. Nickel, com.	$2	30.00	6.7
Island Mountain	▴18c	1.02	..
Jason	4c	.18	..
Kerr-Addison	5c	3.25	..
Kerr Lake	5c	.50	..
Kootenay Belle	▴8c	.16½	..
Kirkland Lake	8c	.45	..
Lamaque Gold	40c+15c	3.20	*17.2
Lake Shore	80c	7.00	11.4
Leitch	8c	.44	..
Little Long Lac	▴20c	.95	..
Macassa	32c+3c	2.12	*16.5
Madsen R. Lake	▴3c	.38½	..
Malartic Gold	10c	1.26	..
McGillivray Coal	2c	.20½	..
McKenzie Red L.	12c	.55	21.8
Moneta	8c	.24	..
McIntyre-Porc.	$2.22+$1.11	37.50	*8.8
MacLeod-Cockshutt	10c	1.15	..
Negus	2¼c	.32	..
Nipissing	15c	.81	18.5
Noranda	$4	42.00	9.5
North Empire	▴40c	3.75	..
O'Brien Gold	3c	.52	..
Pamour Porc.	18c	.53	..
Pato Cons.	20c+2c	2.00	*11
Pend Oreille	†6c	1.15	..
Perron Gold	16c+4c	1.08	*18.5
Pioneer, B.C.	40c	1.45	27.5
Pickle Crow	30c	1.45	20.7
Placer Develop.	$1.20	4.25	..
Premier	8c	.40	20
Preston E. Dome	20c	1.80	11.1
Privateer Mines	12c+1c	.31	..
Quebec Gold	2c	.20	..
Reno Gold	•20c	.03	..
San Antonio	14c+6c	1.45	*13.8
Sheep Creek	16c+1c	.68	*25
Sherritt Gordon	10c	.70	..
Sigma Mines	30c	4.50	..
Silbak Premier	16c	.65	24.6
Siscoe	8c	.35	22.8
Sturgeon River	2c	.10	..
Sudbury Basin	2¼c	1.15	..
Sullivan Cons.	▴8c	.82	15.4
Surf Inlet	▴2c	.06	..
Sylvanite Gold	20c	1.20	16.6
Teck-Hughes	40c	1.59	25.1
Toburn	12c+4c	.85	*18.8
Upper Canada	▴14c	.65	..
Ventures	▴20c	3.05	..
Waite Amulet	40c	4.25	..
Wendigo	3c	.13	..
Wright-Harg.	40c+20c	1.95	..
Ymir Yankee	▴2c	.03⅛	..

▴Paid in 1941. *Yield including bonus.
†Initial. ‡Paid in 1942 to date.
•Capital distribution.

Dividends Declared

	This payment	Date payable	Date of record
Ault & Wiborg, p.	$1.37½	May 1	Apr. 15
Ang. Can. Tele., p.	68¾c	May 1	Apr. 15
Aunor Gold	4c	June 1	May 15
Bk. of Montreal	$2	June 1	Apr. 30
Bk. of Toronto	$2.50	June 1	May 15
Blue Ribbon, pf.	62½c	May 1	Apr. 21
Borden Co.	30c	June 1	May 15
Bruck Silk	10c	June 15	May 9
Beatty Bros. 1st pf.	$1.50	May 1	Apr. 15
Brew. & Distillers	▪50c	May 20	Apr. 30
Do., extra	▪10c	May 20	Apr. 30
Bathurst Pr., A	25c	June 1	May 15
Do., extra	25c	June 1	May 15
B. C. Tele., 2nd pf.	$1.50	May 1	Apr. 16
Calgary & Edm.	5c	May 15	Apr. 15
Can. Nor. Pwr.	▪15c	Apr. 25	Mar. 31
Can. Bk. of Comm.	$2	May 1	Mar. 31
Canadian Oil, c.	25c	May 15	May 1
Can. Converters	50c	Apr. 30	Mar. 28
Cockshutt Plow	25c	June 18	June 4
Confederation Life	$1.50	June 30	June 25
Do.	$1.50	Sept. 30	Sept. 25
Do.	$1.50	Dec. 31	Dec. 25
Can. Indust's., A, B	$1.50	Apr. 30	Mar. 31
Canada Dry	†15c	June 10	May 22
Can. Inv. Fund, sp.	o. 4c	May 1	Apr. 15
Can. Bronze	37½c	May 1	Apr. 10
Do., pref.	$1.25	May 1	Apr. 10
Canada Malting	50c	June 15	May 30
Caldwell Linen, pf.	37c	May 1	Apr. 15
Do., 2nd pref.	20c	May 1	Apr. 15
Calgary Power, pf.	$1.50	May 1	Apr. 18
Can. Investors	10c	May 1	Apr. 18
Do., extra	5c	May 1	Apr. 15
Can. Marconi	4c	June 1	Apr. 15
Can. For. Invest., c.	70c	May 1	Apr. 15
Commoil	.00½c	May 25	May 15
Corr. Pap. Box, pf.	$1.75	June 1	May 15
Cosmos Imp.	30c	May 15	Apr. 30
Crown Cork	50c	May 15	Apr. 30
Dom. Oilcloth	30c	Apr. 30	Apr. 15
Do., extra	10c	Apr. 30	Apr. 15
Dominion Bank	$2.50	May 1	Apr. 15
Dist. Seagrams, p.	†$1.25	May 1	Apr. 15
Dom. Ang. Inv., pf.	$1.25	June 1	May 15
Dom. Bridge	30c	May 23	Apr. 30
Dominion Tar, p.	$1.37½	May 1	Apr. 15
East. Steel Prod., c.	25c	June 1	May 15
Famous Players	25c	Apr. 27	Apr. 11
Gordon & Belyea, A	$1.50	May 1	Apr. 25
Do., B	30c	May 1	Apr. 25
Goldale Mines	2c	May 11	Apr. 25
Granby Cons.	†▪10c	June 1	May 15
Do., extra	†▪5c	June 1	May 15
Hallnor Mines	10c	June 1	May 15
Hart Battery	5c	Apr. 30	Apr. 10
Hedley Mascot	2c	May 15	Apr. 22
Home Oil	▪15c	June 15	May 15
Inter. Nickel, pfd.	†1¾%	May 1	Apr. 1
Imperial Bank	$2.50	May 1	Mar. 31
Island Mtn.	8c	May 25	May 1
Int. Metal, pf. A pf.	$1.50	May 1	Apr. 15
Italo-Arg. El.	*3.50 pes.	Apr. 20	coup. 47
Inter. Util., pr. pf.	•37½c	May 1	Apr. 20
Kirk. Lake Gold	4c	May 4	Apr. 4
Kerr Addison	5c	Apr. 28	Apr. 10
Langleys, pfd.	▪50c	June 11	June 2
Do.	▪50c	Sept. 11	Sept. 2
Do.	▪50c	Dec. 11	Dec. 2
Lamaque Gold	10c	June 1	May 8
Do. extra	5c	June 1	May 8
Leitch Gold	2c	May 15	Apr. 30
McIntyre-Porc.	55½c	June 1	May 1
Montreal L. H.	37c	Apr. 30	Mar. 31
North. Ont. Power	12c	Apr. 25	Mar. 31
Do., pref.	$1.50	Apr. 25	Mar. 31
Noranda Mines	$1	June 15	May 20
Paton Mfg.	$1	June 15	May 31
Do., pref.	$1.75	June 15	May 31
Penmans	75c	May 15	May 5
Do., pref.	$1.50	May 1	Apr. 21
Pickle Crow	10c	Apr. 30	Apr. 15
Privateer Gold	3c	May 10	Apr. 25
Proprietary M.	5c	Apr. 29	Apr. 15
Quebec Power	25c	May 25	Apr. 23
Royal Bank	$2	June 1	Apr. 30
Reno Gold	▴20c	Apr. 30	Apr. 10
Regent Knitting pfd.	†40c	June 1	May 15
Rolland Paper	15c	May 15	May 4
Do., pref.	$1.50	June 1	May 15
St. Law. Flour	35c	May 1	Apr. 20
Do., extra	50c	May 1	Apr. 20
Do., pref.	$1.75	May 1	Apr. 20
Saguenay Pwr., p.	$1.37½	May 1	Apr. 15
South. Can. Pwr.	20c	May 15	Apr. 30
Steel of Can.	75c	May 1	Apr. 7
Do., pref.	75c	May 1	Apr. 7
Shaw. W. & Power	22c	May 25	Apr. 23
Sher.-Williams, ord.	15c	May 1	Apr. 15
Sher.-Williams, pf.	$1.75	July 2	June 15
Sherritt Gordon	▪5c	May 29	Apr. 24
Simpsons, pref.	$1.62½	May 1	Apr. 18
Sturgeon River G.	2c	Apr. 30	Apr. 15
Teck Hughes	▪10c	June 1	May 8
Toburn Gold	3c	May 22	Apr. 22
Do., extra	1c	May 22	Apr. 22
Union Gas	20c	June 15	May 20
United Corp., A	37c	May 15	Apr. 15

Takes Long View of Joint Grain Plan

See Permanent Tie-in Coming From Opening of U. S. Market

From Our Own Correspondent

WINNIPEG. — The agreement between Premier King and President Roosevelt must be regarded as one of the most important developments of many years for the agriculture of Western Canada. It provides the west with an export market which is essential to the maintenance of farming in the prairie provinces. Since the market is in oats, barley and flaxseed, three commodities in which the export outlet has always been limited, instead of in wheat, an impetus is given to the transfer of large areas of western farm lands from wheat production to other uses.

Formal announcement by the Premier and the President came somewhat later than actual concurrence by representatives of the two countries.

All We Can Spare

Canada is undertaking to supply the United States not with any definite quantity, but with all she can spare of the grains in question. Apparently the agreement does not specify that these commodities are to go into the United States free of duty, but since it is specified that Canada is to have the benefit of current prices in the United States, there seems to be an implied understanding to that effect.

This agreement, or more correctly the prospect that such an agreement would be made, provided a considerable part of the foundation for the government's agricultural policy for the coming crop year. Without it, it would have been impossible for the government of Canada to guarantee to western farmers minimum prices which provide a real incentive to production for unlimited quantities of these grains.

It is easily possible for the west to produce a great deal more of such grains than can be made use of in Canada, and without the United States outlet such a guarantee as has been given might have resulted in a glut of unsaleable grain comparable to the wheat surplus.

U. S. Need Heavy

United States need of Canadian grain arises from inability to secure the agricultural products formerly imported from trans-Pacific sources. The process of replacement is fairly direct so far as linseed or linseed oil are concerned. But a great part of the fats and oils which formerly provided the base for soap manufacture in the United States will have to be replaced by soy bean and cotton seed oils. An enormous expansion of soy bean acreage is now under way in the United States, and that means that land which formerly produced feed for livestock has been diverted to other use.

With rubber the process is even more roundabout.

There is some diversion of land in the United States to crops from which it is hoped to get natural rubber substitutes. But the main reliance is to be on artificial rubber and although petroleum is one source of raw material, so also is alcohol. Alcohol, of course, can be made from many vegetable substances, but sugar or molasses syrup provides the best material for making pure alcohol of maximum strength. So the United States consumer is to eat less sugar, and presumably will eat more of other foods, a fact which in turn tends to increase the demand for food and feed from Canada.

Cotton for Jute

Scarcity of jute, manila and other fibres will increase the demand for American cotton, checking a tendency to switch cotton acreage to other forms of agricultural production, while an increased Canadian importation of cotton will provide some offset to increased American importation of Canadian agricultural products. Canada will also import larger quantities of soy beans and soy bean oil from the United States. Another concession on the part of Canada is to facilitate temporary employment of American agricultural labor and farm machinery on this side of the border.

The plan, as announced, really means an integration of the agricultural economies of Canada and the United States, and while it is intended only to take care of war emergencies it is capable of continuation after the war. To some extent it tends to solve the Canadian wheat problem.

Bigger Cattle Market?

In due course it is to be hoped that collaboration between the two countries will result in an expanding market for Canadian cattle south of the border. That is a sound hope, in spite of the fact that current exports of cattle seem to be threatening a shortage of beef in Canada. This country, however, can produce considerably greater quantities of beef cattle and will do so whenever farmers feel reasonably sure of a permanent market.

Criticism is occasionally heard of the guarantee of coarse grains prices on the ground that some farmers will be tempted to sell feed grains to an extent that will reduce their own feeding operations. It cannot be denied that to the extent to which feed grains can be employed in Canada it is sounder practice to produce meat instead of selling grain. But the guaranteed prices, while high enough to encourage farmers to switch from wheat to coarse grains, are not high enough to persuade a competent feeder to reduce his operations. The best possible market for western grain is, at the present levels for livestock prices, through home feeding.

Acreage Increases Likely

Reports from various parts of the west indicate that the guaranteed prices for coarse grains will result in a very considerably increased acreage. There is, however, need for further assurance to farmers that the government means what it says in making its price guarantees for an unlimited quantity of such grains. Farmers growing oats in the past have become so used to the idea that the market for that grain was a shrinking one, that they are hesitant to believe in the possibility of a demand that will absorb all they are able to produce. Now that the Prime Minister and the President have made formal announcement of their agreement it will probably be possible for the government to give such assurance in more emphatic manner than has yet been employed.

It is still possible to find farmers who have so far paid practically no attention to the government policy in respect to coarse grains, because the continuing controversy as to the proper price level for wheat has absorbed all their interest.

These reports from the country seem to indicate that the bonus of $2 per acre for transferring former wheat acreage to summer fallow or to other crops, is not regarded as a very important factor in planning the season's operations. So far as summer fallow is concerned, the amount is not large enough to persuade a farmer to keep out of crop any land which is in reasonably good shape for production. And so far as oats and barley are concerned, the price incentive by itself is considered practically as effective as the price incentive plus the acreage bonus. This does not mean that the acreage bonuses are not considered valuable by many farmers. They are valued as an assurance of some farm income, even if crops prove to be poor. Farmers tend to look on them as a sort of crop insurance plan, rather than as a basis for planning the year's seeding operations.

Seed Production Booms In British Columbia

From Our Own Correspondent

VANCOUVER.—A wartime dislocation of supply and transport has cut off many former sources of seed and given B.C. a new industry—seed production. Indications are that seed will soon become one of the major agricultural products of the Pacific province. At the same time extensive seed-growing projects are being undertaken in Alberta.

Buckerfield's, Ltd., big B. C. grain and feed company, recently took over the seed-growing acreage of James Brothers, Vancouver Island, to supply an initial order from Britain for 100,000 pounds of mangold seed.

B. C. Sugar Refining Company has announced plans for production of soy bean seed in southern Alberta on a large scale. The company will have more than 400 acres in production this year. It is proposed to use all this season's output as seed for the 1943 soy bean crop, so that before long production should be larger. Incidentally, several thousand Japanese from B. C. will be employed in the soy bean and sugar beet fields of Alberta this year.

About 24,000 acres in Alberta will be planted in sugar beet seed this year by one of B. C. Sugar's subsidiaries. Most of the seed for this project was grown in British Columbia. Last year 36 tons of the seed were shipped to Alberta from British Columbia, 40 tons to Ontario and 35 tons to Great Britain. Production will be more than doubled this year.

One of the best areas for seed production is in the lower Fraser River Valley.

Production of sugar beet seed requires two years. The first year the beets grow in the usual way. In the fall they are either well-covered for winter protection or dug out and stored for replanting in the spring.

The second year the beets develop tall stalks on which the seeds form. Between 1,500 and 2,000 pounds of seed is harvested to an acre.

Flower and vegetable seeds are also being grown extensively in B. C. Last year the business was stimulated by unfavorable weather in California, where heavy rains in the spring washed out considerable acreage.

Wheat Prices

Winnipeg Grain Futures

Week to Apr. 20, 1942

Crop year from Aug. 1, 1941 High	Low		High for week	Low for week	Close Apr. 20
		Wheat			
.82¾	.78⅛	May	.79¼	.79¼	.79¼
.82⅛	.77½	July	.80⅝	.80⅝	.80⅝
		Oats			
.51⅛	.38⅛	May	.51½	.51⅜	.51⅜
.51¾	.42⅛	July	.50⅝	.50¼	.50⅜
.50	.46	Oct.	.49⅝	.49⅛	.49¼
		Barley			
.64¾	.49⅜	May	.64¾	.64¾	.64¾
.64¾	.55⅛	July	.64½	.64⅛	.64½
.63⅞	.57	Oct.	.63	.62½	.62⅞
		Rye			
.67⅜	.52¾	May	.64¾	.64⅝	.64⅝
.66⅝	.65	Oct.	.65⅝	.65½	.66⅝
.66⅝	.60⅝	July	.66⅝	.66⅝	.66⅝

Cash Quotations

	For Week Apr. 20 High	Low	Prev. Week High	Low
Wheat:				
1 Hard	.79⅛	.79	.79	.78¾
1 Nor.	.79⅛	.79	.79	.78¾
2 Nor.	.76	.75⅞	.75⅞	.75¾
3 Nor.	.73¾	.73¾	.73⅞	.73¾
4 Nor.	.72¾	.72½	.72¾	.72½
5 Wheat	.70	.70	.70	.70
6 Wheat	.67¾	.67¾	.67¾	.67¾
Feed	.65¼	.65¼	.65¼	.65¼
Oats				
2 C. W.	.51¼	.51⅛	.51¼	.51⅛
3 C. W.	.49⅜	.49⅛	.49⅜	.49¼
Barley:				
1 Feed	.61	.60¾	.61	.61
2 Feed	.60	.59½	.60	.60
Rye:				
2 C. W.	.64⅜	.64⅛	.65¼	.64⅜

Grain and Iron Ore Share Lake Shipping

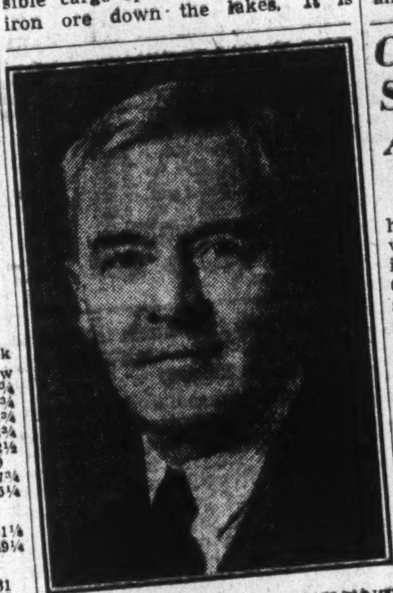
From Our Own Correspondent

WINNIPEG.—Navigation was not officially declared open until Monday of this week, in spite of the fact that nearly 20 million bushels of wheat had been moved from the head of the lakes before that time. The official opening brings into effect contracts made for that time, and it is not declared until ice conditions on the lake route have sufficiently cleared to make for unobstructed movement of vessels, so forwarders can count with reasonable certainly upon dispatch of grain in specific vessels.

The general expectation is that while considerable quantities of wheat may be sent east during the next few weeks, there may be a subsequent slowing down of movement of grain in order that the authorities may divert the maximum possible cargo space to movement of iron ore down the lakes. It is assumed that care will be taken always to have sufficient quantities of wheat in eastern positions to be sure of filling orders for movement overseas, but that depletion of eastern stocks may be allowed from time to time in order to take care of more urgent shipping needs.

Western elevator companies had been hoping for a large movement in order to allow for clearing of a good deal of country space, both in preparation for the new crop when it is ready to deliver, but also in order to turn over a considerable percentage of country stocks of grain as a precaution against mites, weevils, beetles and other forms of pests.

It is probable that up to date no great amount of actual damage has been done to stored grain but various forms of pests have been discovered in practically all elevators and annexes.



SUCCEEDS ST. LAURENT

Léon T. des Rivières, of Quebec City, has been elected member of the board of directors of Gatineau Power Co., Ltd., to succeed Hon. Louis S. St. Laurent. Mr. des Rivières is a partner of the Montreal Stock Exchange firm of L. G. Beaubien & Co.

Canadian Visible Seen Shrinking As Shipments Start

From Our Own Correspondent

WINNIPEG.—Overseas movement has been heavy during the past two weeks, and deliveries of new wheat in the country have been light. In consequence there has been a considerable shrinkage in the visible supply of Canadian wheat.

It is not possible to make any useful calculations as yet concerning the probable extent of the carry-over at the end of the crop year. That will depend very largely on the rate of grain shipments the British shipping authorities choose to arrange for from time to time. Reserve stocks in Great Britain are understood to be at a satisfactory level, and to be sufficiently large to allow a good deal of elasticity in wheat movements from month to month. There is uncertainty, too, as to the extent to which any flour furnished to Russia may be drawn from stocks of United States wheat instead of from Canada. Where shipments are made direct from a North American to a Russian port it is presumed that the United States government will wish to provide a considerable percentage.

New Vigor For Recruiting

(Continued from page 38)

training might take three weeks to six months.)

Key men whose status and importance must be reserved would not be approached.

All on Equal Footing

It was realized that if such an approach were to be successful, the programme should be organized on a nation-wide scale so that all employers would be put on an even footing.

In the approach to employees, one of the biggest hurdles was the competition of "big" pay in munitions or civilian industrial employment. The traditional $1.30 army pay looked small compared with "eight bucks a day."

To put the facts in perspective, an imaginary "dialogue" between a recruiting officer and Bill Smith, skilled cabinet maker from Kitchener was worked out. What the dialogue sets out to prove (and it is a very convincing argument) is that a bright lad with trade skill who joins the army and rises to the rank of sergeant would soon be drawing the equivalent of $4.40 a day when food, clothing, shelter, nursing and medical care, etc., are included.

On the other hand, the "eight dollars a day" of a dollar-an-hour cabinet maker shrinks to almost the $4.40 mark by the time income tax, union dues, holidays without pay, unemployment insurance, "lay-offs" and so forth, are taken into account.

Many Helpers

Many public-spirited citizens had already been enlisted to "do their bit" in local recruiting committees throughout the country, but little had been done to bring the army into intimate relationship with the preacher, the banker, the storekeeper, the local newspaper editor, or town councillor.

A dozen meetings were held across Canada. They lasted a day or more and brought together in each military district 250 to 300 leading citizens drawn from scores of communities adjacent to individual army training camps. Here is part of Colonel Mess' own description of the extraordinary success that attended this plan of actually having 3,000 to 4,000 Canadians live in intimate association for a day with Canada's army:

"All religious and political faiths were represented. They came to learn—and with few exceptions all offered their help and stated their preparedness to support the army in its constant call for men, with determination to stand behind 'The Gentleman in Battle Dress.'

"From Dawson City, Prince Albert, Prince Rupert, Kapuskasing, Gaspe, Sydney — they came. The man with a chip on his shoulder — the disappointed veteran — the doubting clergyman—the "to be shown" editor — the perhaps critical businessman — all gathering together with one common unselfish motive—how can I help? Outspoken in their views—many and varied were the opinions expressed—all recognized nevertheless that the voluntary system of enlistment was in effect, under which the army must secure the numbers necessary for mobilization and re-enforcements."

Genesis of Army Train

Overnight more people wanted an opportunity to see the army at work and at play. It wasn't possible to extend these meetings indefinitely so the plan for an Army Train took shape. In conjunction with the Red Cross and the Victory Loan Committee, a unit of 15 cars carrying exhibits of all kinds, indicative of the nation's war effort and the army's rations, kit and equipment, left on a triumphal 16-week tour covering 200 centres throughout the Dominion. Over 500,000 persons saw this train. It attracted on an average, more than 10,000 people a day.

From the new impetus that has been given to citizen committees and the way in which these committees have been brought into focus with the work of District Recruiting organizations, results are already beginning to flow. As well, there is coming back to headquarters a steady stream of ideas and recommendations — ideas about dependents' allowances, rehabilitation measures, educational services, improved recruiting methods, conditions in army camps, treatment of "nationals" and religious groups—all helping to bolster the present system of voluntary recruiting; all helping to improve the lot as well as public appreciation for "The Gentleman in Battle Dress."

Dividends Declared (Cont'd)

Walker, Hiram	$1	June 15	May 22
Do., pref.	25c	June 15	May 22
Weston, Geo., pf.	$1.25	May 1	Apr. 15
Wilsil	25c	July 1	June 15
Wood, A. & J., pf.	$1.75	May 1	Apr. 15
Zellers	20c	May 1	Apr. 15
Do., pref.	37½c	May 1	Apr. 15

†Payable in U. S. funds.
▪Subject to approval of Foreign Exchange Control Board.
‡Also 40c payable Sept. 1 and Dec. 1.
▴Capital distribution.
*Less 5% Argentine tax.
•Subject to approval of S.E.C.

Since 1857
James Richardson & Sons
LIMITED
Grain Merchants
Shippers and Exporters
HEAD OFFICE
WINNIPEG
Branches Throughout Canada

McCABE BROS. GRAIN CO. LTD.
WINNIPEG, MAN.
Grain Commission Merchants — Shippers and Exporters — All Grains-Sacked Feeds
Country and Terminal Elevator Operators
Grain Merchandising
MANITOBA - SASKATCHEWAN - ALBERTA
Offices: DULUTH - MINNEAPOLIS

— RECLEANED WESTERN —
...OATS...
AND OTHER GRAINS
BULK or SACKED
All Grain Selected from Our Elevators in the Finest Growing Districts of Western Canada
Prompt Shipment From Fort William
For Quotations Write or Wire
NATIONAL GRAIN Co. LTD.
WINNIPEG

FEDERAL GRAIN
LIMITED
OPERATING TERMINAL ELEVATORS—FORT WILLIAM—PORT ARTHUR—VANCOUVER
473 COUNTRY ELEVATORS THROUGHOUT THE WEST
101 COAL SHEDS
Our Service and Facilities Guarantee Satisfaction

The finest beverages
bear the name
O'Keefe's
OK(M)12
O'KEEFE'S BEVERAGES LIMITED,
MANUFACTURERS OF GINGER ALE, SPECIAL SODA, ETC.

DIVIDEND NOTICES

The Bank of Toronto

Dividend No. 243

Notice is hereby given that a Dividend of Two and One-Half per cent upon the paid-up capital stock of this bank has been declared for the current quarter, and the same will be payable at the bank and its branches on and after the first day of June next, to shareholders of record on May 15th, 1942.

By Order of the Board.

B. S. VANSTONE,
General Manager.

Borden's

COMMON DIVIDEND
No. 129

An interim dividend of thirty cents (30¢) per share has been declared on the outstanding common stock of this Company, payable June 1, 1942, to stockholders of record at the close of business May 15, 1942. Checks will be mailed.

The Borden Company
E. L. NOETZEL, Treasurer

Dominion Bridge Company, Limited

DIVIDEND NOTICE

A Dividend of THIRTY CENTS (30c) per Share has been declared on the Outstanding No Par Value Shares of this Company for the Quarter ending 30th April, 1942, payable 23rd May, 1942, to Shareholders of record at the close of business on the 30th April, 1942.

By Order of the Board,

F. W. EVENS,
Secretary.

Montreal, Que.,
21st April, 1942.

DIVIDEND NOTICES

DIVIDEND NOTICE

Canada Malting Co. Limited

NOTICE is hereby given that a quarterly dividend of fifty cents (50c) per share has been declared on the no par value stock of the Company. The above dividend is payable June 15th, 1942, to Shareholders of record at the close of business on the 30th day of May, 1942. The books of the Company are to be closed from June 1st, 1942, to June 13th, 1942, inclusive.

Share Warrant Holders will present Coupon Serial No. 58 to the Royal Bank of Canada, MONTREAL, TORONTO, WINNIPEG and CALGARY, on or after JUNE 15th, 1942.

By Order of the Board.

JOHN P. HEIGHTON,
Secretary.

Dated at Montreal, April 21, 1942.

Leitch Gold Mines Limited

(No Personal Liability)

DIVIDEND NO. 15

Notice is hereby given that a quarterly dividend of two cents per share has been declared by the Directors of this Company, payable in Canadian funds, on May 15th, 1942, to shareholders of record at close of business April 30th, 1942.

By Order of the Board.

W. W. McBRIEN,
Secretary-Treasurer.

April 14th, 1942.

NORANDA MINES, LIMITED

DIVIDEND NOTICE

Notice is hereby given that an interim dividend of one ($1.00) Dollar per share, payable in Canadian funds, has been declared by the Directors of Noranda Mines, Limited, payable June 15, 1942, to shareholders of record at the close of business, May 20, 1942.

By order of the Board.

J. R. BRADFIELD,
Secretary.

Toronto, April 22, 1942.

DIVIDEND NOTICES

The Canadian Bank of Commerce

Dividend No. 221

Notice is hereby given that a dividend of two per cent in Canadian funds on the paid-up capital stock of this Bank has been declared for the quarter ending 30th April, 1942, and that the same will be payable at the Bank and its Branches on and after Friday, 1st May next, to shareholders of record at the close of business on the 31st March, 1942. The Transfer Books will not be closed.

By Order of the Board.

A. E. ARSCOTT,
General Manager.

Toronto, 20th March, 1942.

The Dominion Bank

Dividend No. 238

Notice is hereby given that a dividend of two and one-half per cent upon the paid up Capital Stock of this Institution has been declared for the quarter ending 30th April, 1942. The dividend will be payable at the Head Office of the Bank and its Branches on and after Friday, the 1st day of May, 1942, to shareholders of record of the 15th April, 1942.

By Order of the Board,

ROBERT RAE,
General Manager.

Toronto, 12th March, 1942.

DIVIDEND NOTICES

The Royal Bank of Canada

DIVIDEND NO. 219

NOTICE is hereby given that a dividend of two per cent. (being at the rate of eight per cent. per annum) upon the paid-up capital stock of this bank has been declared for the current quarter and will be payable at the bank and its branches on and after Monday, the first day of June next, to shareholders of record at the close of business on the 30th day of April, 1942.

By order of the Board.

S. G. DOBSON,
General Manager.

Montreal, Que., April 14, 1942.

DIVIDEND NOTICE

COMMOIL LIMITED

NOTICE is hereby given that an Interim Dividend of ½ cent per share has been declared on the outstanding no par value shares of the Company, payable May 25th, 1942, to shareholders of record at the close of business, May 15th, 1942.

The transfer books of the Company will not be closed.

By Order of the Board,

G. J. McKAY,
Secretary.

April 14th, 1942.

Noranda Widens Product List

To Turn Out Copper Sulphate — Pyrite Output Growing

Extensive efforts on the part of Noranda Mines to further augment Canada's war programme and to prevent a shortage of raw materials occurring here were revealed by President J. Y. Murdoch at the company's annual meeting. Mr. Murdoch disclosed, among other things, production of pyrites—used in manufacture of sulphuric acid for explosives—is becoming increasingly important; that Noranda plans to have its subsidiary, Canadian Copper Refiners, turn out 3,000 tons a year of copper sulphate to circumvent any possible shortage of this material; and that Waite Amulet is considering still further additions to its zinc capacity.

Regarding pyrites Mr. Murdoch stated that shipments of concentrates during 1941 were approximately three times the tonnage shipped during 1940 and that production has been stepped up so that next month the rate of production should be over 2½ times that of 1941.

Copper Sulphate Plant

Canada is at present dependent on the United Kingdom and the United States for supplies of copper sulphate and is faced with a diminishing supply of this commodity which is so essential to agriculture, base metal production and several other important uses. To meet the shortage and to guard against present sources of supply being cut off, a copper sulphate plant is being built with a 3,000-ton per annum capacity at Canadian Copper Refiners in Montreal.

During 1941 Waite Amulet increased its zinc capacity by 300 tons of straight zinc or at the request of the Metals Controller and as a distinct war contribution. A still further increase in capacity is being considered.

During the first quarter of 1942 Noranda earned $1.27 a share. Mr. Murdoch states that earnings for the balance of the year will not likely be at as high a rate as copper production was being pushed in the first quarter to build up reserve stocks to carry the refinery over an adjustment period. A dividend of $1 a share has been declared payable June 15 to shareholders of record May 30.

Increased Selenium Uses

Selenium and tellurium sales were expanded considerably in 1941 and these products are now a factor in earnings. A considerable amount of research work has been carried out on selenium with very interesting and probably remunerative results, Mr. Murdoch states. Recent developments point to a substantial increase in consumption of selenium for certain interesting and important war uses.

Of 55 cents per share increase in investment income in 1941, 33½ cents was the increase resulting from dividends paid by Waite Amulet Mines and Aunor Gold Mines. Lower earnings are expected to mean reduced income from Hallnor and Pamour Porcupine in 1942. Income received from gold producers to date considerably exceeds the investment in them.

Cia Minera La India, a Noranda Nicaraguan subsidiary, had a profit of slightly more than $560,000 in 1941; $100,000 was paid in dividends, while approximately $375,000 was advanced to La India's subsidiary, Empresa Minera de Nicaragua for mine development and mill construction, making total advances of $730,000 to that company. This amount is expected to be gradually repaid and disbursed in dividends by La India. Empresa is operating at a 175-ton rate. Experimental milling and mine exploration are being carried out at a third property, Esmeralda, under option to La India.

A deferred item of $400,000 in the balance sheet represents a provisional payment received from the controller of non-ferrous metals of England for a claim for increased cost. Since the end of the year, Noranada's claim for increased costs up to Sept. 30, 1941, has been settled. After tax adjustments the sum received will be taken into surplus account.

PROFESSIONAL DIRECTORY

LEGAL

FENNELL, PORTER & DAVIS
ROBERT FENNELL, K.C. DANA H. PORTER
BRUCE P. DAVIS
BARRISTERS, SOLICITORS
Telephones ADelaide 7382-7383-7384
CABLE ADDRESS, "THIMSON."
TORONTO CANADA

McLAUGHLIN, JOHNSTON, MOORHEAD & MACAULAY
Barristers, Solicitors, Notaries
302 BAY ST., TORONTO
Telephone ELgin 4217
L. Macaulay, K.C., M.P.P.
H. J. McLaughlin, K.C.
W. W. McLaughlin, K.C.
D. C. Wells R. F. May
H. W. Alles R. H. Soward
L. B. Webster J. M. Magwood

CONSULTING ENGINEERS

THE GENERAL ENGINEERING COMPANY
(CANADA) LIMITED
ENGINEERING CONSTRUCTION
OPERATION OF INDUSTRIAL PLANTS
100 Adelaide St. West WA. 8605 Toronto

Shoemaker & Burnham
CONSULTING ENGINEERS
Specializing in Mill Design, Metallurgy, Power and Mining Plants.
Room 1201-1207
45 Richmond St. West,
Toronto, Ont.
Waverley 4466

DEPENDABILITY
Its ability to get the news and interpret it accurately is what leads wise investors in Canadian securities to rely each week on
THE FINANCIAL POST
$5 One Year — $2.50 Half Year

CHARTERED ACCOUNTANTS

Ronald, Griggs & Co.
Chartered Accountants
WINNIPEG
SASKATOON

KEEPING POSTED
by reading The Post every week is the secret of success for successful readers of The Post. Every week, by mail, $5 a year.

MILLAR, MACDONALD & CO.
Chartered Accountants
WINNIPEG, MANITOBA

ROBERTSON, ROBINSON, McCANNELL & DICK
Chartered Accountants
D. H. McCANNELL — Licensed Trustee in Bankruptcy
Sterling Tower, Toronto

WILTON C. EDDIS & SONS
Established 1895
CHARTERED ACCOUNTANTS
Federal Building, Toronto

THORNE, MULHOLLAND, HOWSON & McPHERSON
CHARTERED ACCOUNTANTS
E. J. HOWSON
R. S. McPHERSON
Licensed Trustees
FEDERAL BUILDING
TORONTO
GALT
KITCHENER

McDonald, Currie & Co.
Chartered Accountants,
Licensed Trustees & Receivers
MONTREAL TORONTO QUEBEC OTTAWA

RUTHERFORD WILLIAMSON & CO.
Chartered Accountants
Rutherford Williamson, F.C.A. Harold A. Shiach, F.C.A.
D. J. Sales, C. A. W. F. Gibson, C.A.
TORONTO—MONTREAL
Licensed Trustees and Receivers
Rutherford Williamson, F.C.A. F. R. McCutcheon, C.A.

CLARKSON, GORDON, DILWORTH & NASH
CHARTERED ACCOUNTANTS
15 Wellington Street West, Toronto
Toronto—Montreal—Hamilton—Winnipeg—Vancouver
E. R. C. CLARKSON & SONS
Licensed Trustees and Receivers
15 Wellington Street West, Toronto

CHARTRE, SAMSON & CO.
Chartered Accountants,
Licensed Trustees & Receivers
MONTREAL QUEBEC ROUYN

Mining INVESTMENTS

J. Y. Murdoch, at the Noranda annual meeting, took the opportunity to state his faith in the gold mining industry and the need for an all-out war effort. About gold, Mr. Murdoch had this to say:

MR. MURDOCH

"I am convinced that investment in gold mining companies with substantial ore reserves is fundamentally sound and I would warn you against the propaganda to which we in Canada have, of late, been subjected; a propaganda which I believe was instigated by our enemies to shake our faith in gold, upset our financing and limit our war effort.

"In my opinion gold will remain the 'marker' or basic economic unit of international trade and commerce; business today being too enormous to be conducted on a barter basis. Furthermore, we and our allies intend to be victorious in this world conflict and it is inconceivable that these victors should deliberately throw away one of their greatest assets and tools for rehabilitation. I would also point out that discouragement of gold production might suggest to some that the allies may demonetize gold after the war, which suggestion might be amplified by our enemies and affect the willingness of South American countries to accept gold in payment for goods purchased during the war."

* * *

Bert W. Lang, president of Broulan Porcupine Gold Mines, also had something to say on the subject of gold at his company's annual meeting. Mr. Lang spoke of how the Axis propaganda is pointed to discredit gold and the important role gold can play in winning the war if put to work. Mr. Lang's statement, in part, is as follows:

"We must remember that one of Hitler's most important psychological and economic weapons against the United Nations is the propaganda to discredit gold. On the offensive, this propaganda has as its object the psychological function of undermining the United Nations' morale by endeavoring to destroy their trust and confidence in gold and in their economic, political and social systems. On the defensive Hitler must guard against the thought of another inflation such as occurred in the 1920's. . . A vital need at this time is an active movement to counteract this propaganda to discredit gold.

"The large stock of gold in the United States should assist the United Nations in winning the war through the purchase of materials from other countries, and will provide an excellent foundation on which to build a sound international monetary and credit basis, so necessary in the reconstruction of devastated countries and the establishment of world wide trade."

Mining Company Reports

Bralorne Mines

Although a slight decrease occurred in footage of development completed, Bralorne Mines experienced a substantial increase in ore reserves in 1941. Earnings and working capital showed little change despite higher operating charges. Exploration is being continued with particular attention being paid to deposits of strategic minerals.

At the end of 1941, ore reserves totalled 990,000 tons of 0.475 oz. grade or five years' supply on the basis of the 191,970 tons of 0.545 oz. grade milled in 1941. Of the total of ore placed in sight during the year, 210,000 tons were found by development and 157,000 tons were added by the gain in ore mined above the estimate in the area stoped.

The gain in ore mined above estimates is expected to continue due to geological conditions. It is stated to be impossible to forecast the amount of the gain but estimates have been made "with the comforting assurance that the estimates will be exceeded by mining."

Work on the 2,000-ft. level has shown an increase in ore width but a lower average grade and a decrease in the proportion of developed length making ore.

Income and Surplus Account
Years Ended Dec. 31

	1941 $	1940 $
Bullion production ...	3,808,894	3,818,784
Less: Production costs	1,233,302	1,162,394
Marketing expense .	68,268	66,606
Community welfare	35,932	17,408
	2,471,392	2,572,376
Add: Misc. income ...	14,393	12,571
Gross profit	2,485,785	2,584,047
Less: Adm., off. & gen. expense	41,215	40,633
Depreciation	152,000	138,000
Ore depletion	128,400	128,000
Taxes	639,803	689,215
Outside explor.	......	64,219
Net profit	1,524,367	1,524,880
Less: Dividends	1,496,400	1,496,400
Surplus for year	27,967	28,480
Add: Prev. surplus ...	1,787,445	1,758,965
Less: Inv. res., etc. ...	283,135	......
Surplus forward	1,532,277	1,787,445
Earnings Per Share and Dividend Record:		
Earned	$1.22	$1.22
Paid	1.20	1.20
No. of Shs. Outstand.	1,247,000	1,247,000
Working Capital		
Current assets	2,898,561	2,854,211
Current liabilities	1,118,208	1,130,474
Working capital	1,780,353	1,723,737

Privateer Mine has declared its regular quarterly dividend of 3 cents a share payable May 10, 1942, to shareholders of record April 25. Ex-dividend date is April 23. The usual quarterly bonus of 1 cent a share is omitted with the latest payment.

Oil Well Supply Needs Expected To Be Met

Although orders for supplies of many well drillers in Turner Valley were cancelled recently it is not expected that any serious interruption of drilling operations will take place. Through co-operation of officials of the Alberta Petroleum Association and Ottawa and Washington authorities, difficulties are being ironed out, it is understood, with current shortage of supplies regarded as merely "a temporary inconvenience."

According to one of the major oil companies with head office in Toronto, United States priorities for drilling equipment, casings, etc., have already been extended to Canada and all wells drilling prior to Dec. 31, 1941, will be able to secure all equipment necessary. For wells started after that date, supplies will be given for exploratory wells and one well per 40 acres on proven ground.

Feeling is growing in certain quarters that development in the future should be progressive in character. That is, the bulk of new wells should be put down on "proven" acreage with the number of test wells in any outlying sector restricted to those actually needed to prove or disprove a given area. While this might have the effect of holding back growth in production initially, it would have the highly desirable effect of avoiding a considerable number of dry holes, a possibility that always exists when drilling on unproven acreage.

Last week it was reported that Major No. 12 well had encountered the grit bed at 5,880 ft. midway along the big stretch north from producer Atlas-British Dominion No. 2 and Ace 2. Northend Pete. No. 3 has also encountered the same marker a mile north of Atlas-British Dominion 2 and two miles south of Major 12. Ace No. 2 far to the north of these wells has resumed drilling.

PRODUCING WELLS — PRICES AND PAYMENTS

	Mar. daily allow. bbls.	Apr. daily allow. bbls.	Jan. roy. pay. 1% $	Feb. roy. pay. 1% $	Paid to Feb. 28 1% $	Dealers offering price† 1%
Ace No. 1 gross	593	553	303.71	269.38	1,929.43	$7,200
Alta. Oil Inc. No. 1 gr.	143	122	78.80	61.60	3,764.00	2,900
Do., 1 net	143	122	60.00	50.80	3,129.20	1,400
Do., No. 2 gr.	555	565	240.80	214.80	4,091.60	7,300
Do., No. 2 net	555	565	225.60	196.00	4,207.40	6,500
Allied No. 1 pfd.	100	100	37.21	36.71	392.09	1,700
Arrow No. 1 net	200	191	88.40	81.20	1,053.20	2,200
Do., No. 2 net	207	209	82.40	76.80	975.80	2,500
Atlas-Br. D. No. 2 pfd.	909	752	....	....	....	9,300
D. & D. net pfd.	87	85	36.40	29.60	1.558.60	1,500
Harris No. 2 gross	90	85	45.29	41.15	2,286.18	2,500
Do., No. 2 pfd. net	90	85	34.16	32.20	2,002.30	1,750
Independent No. 1 p.	252	250	131.93	114.30	1,016.59	3,600
Do., No. 1 gr.	252	250	98.34	85.29	1,248.64	3,900
Major Oil No. 1 pfd.	171	160	54.00	82.80	136.80	2,300
Do., No. 1 gr.	171	160	98.40	76.00	1,032.40	2,500
Do., No. 2 pfd.	805	759	525.60	483.20	1,709.60	8,800
Do., No. 2 gr.	805	759	394.40	358.80	2.230.40	9,800
Do., No. 2 dfd.	805	759	....	....	....	5,800
Do., No. 3 pfd.	1,009	936	691.20	648.80	1,940.00	10,000
Do., No. 3 gr.	1.009	936	504.00	464.00	2,068.40	....
Do., No. 3 dfd.	1,009	936	....	....	....	7,100
Do., No. 4 pfd.	647	585	....	....	....	6,400
Do., No. 4 gr.	647	585	26.80	483.60	510.40	7,000
Miracle No. 1 pfd. net	791	759	523.50	486.86	2,520.72	8,500
Do., No. 1 dfd.	791	759	....	....	....	6,200
Do., No. 1 gr.	791	759	375.05	336.43	3,840.44	....
Do., No. 2 pfd.	862	575	....	....	....	7,000
Royalite-Model 1 gr.	207	201	....	....	....	4,600
Sunset No. 1 gr.	107	105	52.29	47.15	6,658.82	2,500
Do., No. 2 gr.	91	85	40.36	36.64	3,791.86	2,000
Twin Valley No. 1 gr.	181	181	84.15	74.86	1,645.81	4,300
United Assets (deb.)	210	175	....	....	....	100
Vulcan Brown gr.	173	141	80.80	110.50	7.801.35	4,300
Do., net	173	141	45.52	63.00	5,058.32	3,100
Winalta No. 1 pfd.	108	106	62.80	53.20	3,059.90	1,800
York No. 1 gr.	98	94	50.64	47.43	4,553.48	2,250
Do., No. 2 gross	96	85	36.00	33.60	1,577.60	2,250

†Approximately 20% over dealer's bid prices usually.

DRILLING WELLS — PRICES AND DEPTHS

	Drilling depth ft.	Offering price per 1%
Ace No. 2 pfd.	7,314	*$4,375
Adanac pfd.	2,302	*4,375
Admiral No. 1 pfd.	3,374	*4,375
Admiral No. 1 gross	3,374	5,000
Bonaventure pfd.	4,944	*4,375
Candn. Deposit. No. 1 pfd.	1,078	*4,375
Candn. Deposit. No. 1 gr.	1,078	5,000
Drillers & Prod. (unit) No. 1 & 3	prod.	106
Ensign No. 1 pfd.	cellar	*4,375
Hastings No. 1 pfd.	5,251	*4,250
Inland Sarcee No. 1 pfd.	5,561	3,800
Inland Sarcee No. 1 gr.	5,561	5,000
Lion-Davies No. 1 pfd.	1,530	*4,200
Major Oil No. 5 pfd.	4,323	*4,375
Major Oil No. 5 gr.	4,323	5,400
Major Oil No. 6 pfd.	5,630	6,600
Major Oil No. 6 gr.	5,630	7,900
Major Oil No. 7 pfd.	5,856	6,800
Major Oil No. 7 gr.	5,856	7,900
Major Oil No. 8 pfd.	6,528	6,600
Major Oil, No. 8 gr.	6,528	7,900
Major Oil No. 9 pfd.	7,309	*4,375
Major Oil No. 9 gr.	7,309	5,000
Major Oil No. 10 pfd.	6,162	*4,375
Major Oil No. 10 gr.	6,162	5,000
Major Oil No. 11 pfd.	4,174	*4,375
Major Oil No. 12 pfd.	6 416	*4,375
Major Oil No. 12 gr.	6,416	5,600
Miracle No. 3 pfd.	2,111	5,800
Northclonmel No. 1 pfd.	1,279	*4,375
Northcross No. 1 pfd.	2,455	*4,375
Northcross No. 1 gr.	2,455	4,800
Northend Pete. No. 1 pfd.	6,561	5,200
Northend Pete. No. 1 gr.	6,561	6,000
Northend Pete. No. 2 pfd.	3,152	5,000
Northend Pete. No. 2 gr.	3,152	5,900
Northend Pete. No. 3 pfd.	5,425	5,300
Northend Pete. No. 3 gr.	5,425	7,200

*Pegged price.

The Week In Oils

From Our Own Correspondent

CALGARY.—The Standard Oil Co. of B.C., which has been conducting a systematic survey and drilling programme on the Alberta plains for more than three years, has selected another area for test. The area is the Eyremore district, lying west of Brooks and flanking the Imperial Oil Brooks-Tilley holdings to the west.

Standard has taken up a 100,000-acre block in the Eyremore area from petroleum rights-owner Canadian Pacific Railway.

Wasting no time in starting development, it has staked its first well in L.S.D. 4 24-18-17w4th, 15 miles west of Brooks, and has already moved in light rotary equipment and started drilling. Currently the well is at 420 ft. with surface casing set.

* * *

Testing Battleview

The Battleview Syndicate, a Vancouver group, has acquired a reservation on 20,000 acres on the central plains structure described by Dr. G. S. Hume in one of his Dominion government reports as the Battleview anticline.

The block lies in Townships 45, 46 and 47 Ranges 5 and 6 west 4th, east and north of the producing Wainwright oilfield, and south of the producing Vermilion oilfield. Without fanfare, the Vancouver group recently moved a light diamond rig into the area, and is said to have started work on the first of about 10 300-foot test holes last week. As soon as a sufficient number of test holes have been drilled to define structure, it is expected that steps will be taken to finance a deep drill-test in search of production.

* * *

Shell Men Arrive

With W. M. V. Ash, British-born oilman, as manager, Shell Exploration (Alberta) Ltd. has opened up offices in the Bank of Toronto Building, Calgary. The Shell of California subsidiary is a complete unit, with geological, land and production departments. Geological department is headed by Alex Clarke, land by Charles Warren, and production by Mr. Elliot.

Shell's initial development programme in Alberta is now getting into full swing. Survey parties are working on the company's large reservations in the Jasper-Entrance area in the Foothills west of Edmonton; the plains blocks north of Drumheller; and the reservation east of Okotoks and High River.

Plans are being completed for development in a fourth area, in the foothills west of Calgary. As to drilling, it is learned that a well will be staked in four to six weeks in the Entrance area. Another well is likely on the block north of Drumheller, perhaps also in a third area. It is understood that drilling contracts will likely be arranged with local contractors.

* * *

Ace 2 Situation

Drilling has been resumed at the important Ace Royalties No. 2 well in the North Turner Valley extension area, and proceeding below 7,530 ft. Under an arrangement reached between Ace and the Dominion government, the Finance Department is allowing taxation concession up to $25,000, providing in effect Federal funds for continuance of drilling.

ON THE RECORD FOR 1941
1941

1500 MORE Office-Workers Now Protected by IMPERIAL LIFE

● Women are business people nowadays—more than ever before. Of the 1500 policies issued by The Imperial Life to office-workers last year, many were purchased by women secretaries, stenographers, bookkeepers, clerks, telephone operators, and others who help to keep Canadian business humming.

Some bought to assure future financial security — endowments — annuities — income after retirement. Others, to protect parents or other dependent relatives. Imperial Life policies are varied, flexible, matching every insurance need.

These women are happier now. They know the peace of mind that an Imperial Life policy brings.

In 1941, alone, eight thousand men and women, variously occupied, bought Imperial Life protection. To a constantly enlarging cross-section of the people of Canada The Imperial Life is "my insurance company".

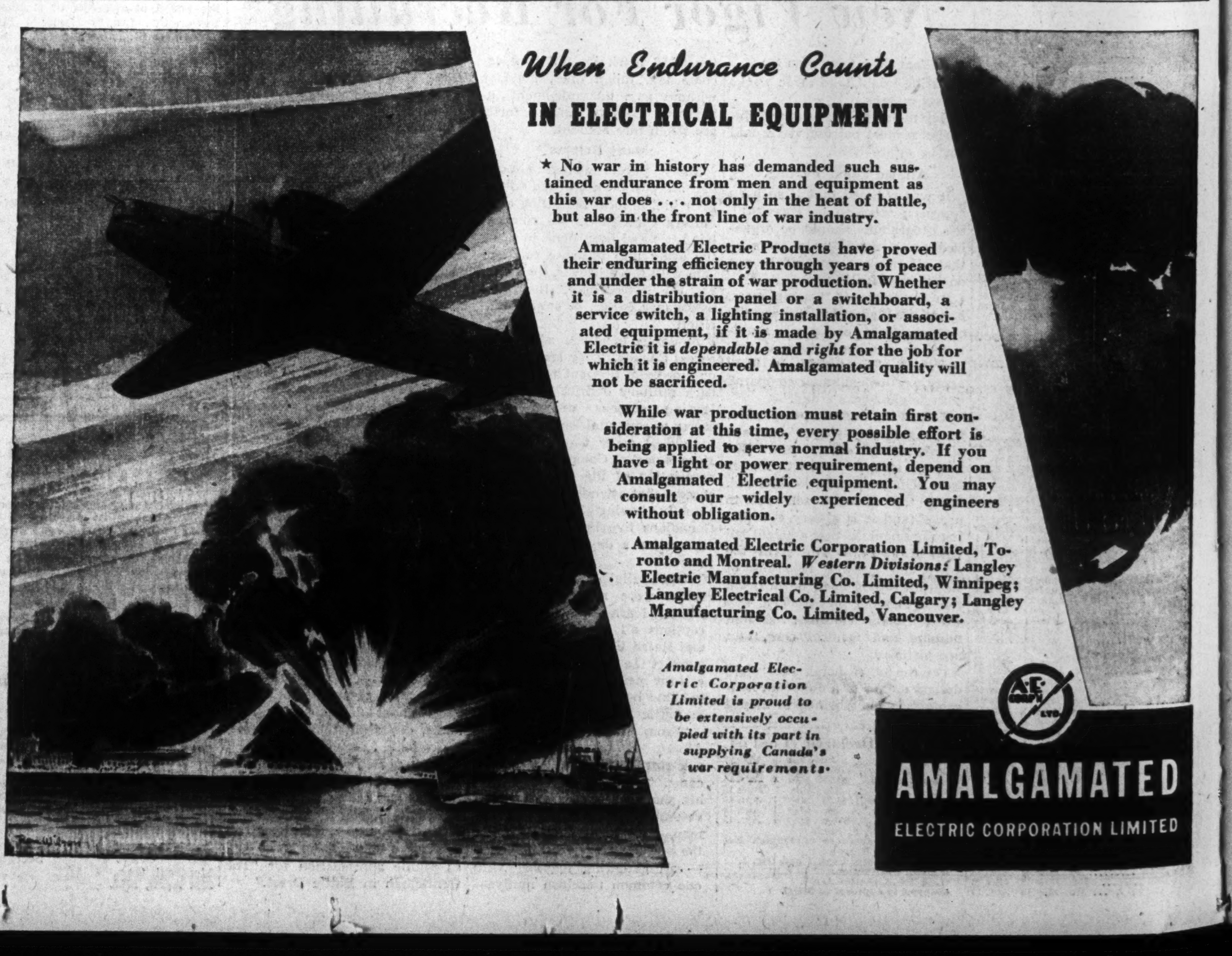
IMPERIAL Life
FOUNDED IN 1897
BRANCHES AND AGENTS IN ALL IMPORTANT CENTRES

USE THIS CONVENIENT COUPON
Imperial Life Assurance Company,
Head Office, Toronto.
I would like an income of $50.00 a month beginning at age...... How can I secure it? My age now.......
Name..............................
Address............................

Inquiries invited regarding Canadian Industrial and Mining Investments. We specialize in the Dividend Paying Gold Mines and in new gold mining properties under present active and encouraging development.
A. E. OSLER & COMPANY
Established 1886 Members The Toronto Stock Exchange
Osler Bldg., 11 Jordan St. Phone ADelaide 2431

OIL ROYALTIES - - - LEASES
Wholesale only solicited — Outside Alberta
WE CAN OFFER:
Producing and Drilling Royalties
Gross Royalties on Producing and Drilling Wells
RALPH M. SMITH INVESTMENTS LIMITED
204 Lancaster Bldg., CALGARY, ALBERTA

OIL WELL DRILLING CONTRACTORS
Portable Rotary Equipment for Exploration Drilling — (Truck-mounted) Capable of drilling to 3500 feet
Unitized Steam Rotary Equipment for deeper drilling
Drilling Supervision by
DENTON & SPENCER
Petroleum Engineering and Drilling Consultants
GENERAL PETROLEUMS LIMITED
204 Lancaster Bldg.
CALGARY ALBERTA



When Endurance Counts IN ELECTRICAL EQUIPMENT

★ No war in history has demanded such sustained endurance from men and equipment as this war does . . . not only in the heat of battle, but also in the front line of war industry.

Amalgamated Electric Products have proved their enduring efficiency through years of peace and under the strain of war production. Whether it is a distribution panel or a switchboard, a service switch, a lighting installation, or associated equipment, if it is made by Amalgamated Electric it is *dependable* and *right* for the job for which it is engineered. Amalgamated quality will not be sacrificed.

While war production must retain first consideration at this time, every possible effort is being applied to serve normal industry. If you have a light or power requirement, depend on Amalgamated Electric equipment. You may consult our widely experienced engineers without obligation.

Amalgamated Electric Corporation Limited, Toronto and Montreal. *Western Divisions:* Langley Electric Manufacturing Co. Limited, Winnipeg; Langley Electrical Co. Limited, Calgary; Langley Manufacturing Co. Limited, Vancouver.

Amalgamated Electric Corporation Limited is proud to be extensively occupied with its part in supplying Canada's war requirements.

AMALGAMATED
ELECTRIC CORPORATION LIMITED

Kerr-Addison — Biggest Gold of Decade

Major Improvement of Values at Depth Suggested by Deep Drilling

By GORDON M. GRANT

Ore disclosures which seem to mark Kerr-Addison Gold Mines as the greatest gold mine developed in Canada in the last decade or more have been taking place over the last year.

That Kerr-Addison may yet be in the running for the title of "biggest gold mine in Canada" is well within the realm of possibility. War may prevent expansion of mill capacity but recent drilling at depth suggests a tremendous expansion of ore reserves is again in the making. With grade of all the eastern ore bodies indicated to be progressively higher as depth is reached, the long-term prospect for a continued high margin of operating profit appears good despite the war. No other gold mine can show as many years of ore ahead of the mill and, at the same time, good prospects for opening up additional tonnage.

Rival for Hollinger

For years Hollinger Consolidated has been used as a yardstick for measuring gold mining enterprises. Hollinger "the daddy of all our gold mines" has set record for ore disclosures and tonnage treated that mean real marks for any new mine to "shoot at." From present indications it looks as if Kerr-Addison is close to if not actually up to Hollinger in tonnage of ore disclosed per vertical foot, although Hollinger is still well ahead in average grade.

At Kerr-Addison it has been possible to disclose approximately 10,000 tons of ore per vertical foot at the great 1,300-ft. level—the deepest level on which development has been carried well ahead. Hollinger has milled about 37 million tons to 5,150 ft. depth and has about another 7.7 million tons in reserve. A total of 44.7 million tons means about 9,000 tons of ore to the vertical foot. Hollinger is still ahead of Kerr-Addison in total ore potential but it is obvious that Kerr-Addison has been forging ahead rapidly in the years since production started in 1938.

Big News at Depth

Depth "ore news" at Kerr-Addison suggests a real improvement in values. Levels at 1,150, 1,300 and 1,450 ft. have been progressively better. Five drill holes put down to a depth of 2,000 to 2,200 ft. from the 1,300-ft. level have shown most important ore widths with the same improvement in values continuing as has been noted on the levels opened up above. If this progressive improvement in values continues, the day may yet come when Kerr-Addison will be able to challenge such mines as Hollinger and McIntyre in the number of ounces of gold per vertical foot.

The five deep holes completed indicate such values for the No. 21 ore body that it could possibly emerge as the largest single ore body to be developed on the North American continent. Values secured in drilling this ore body at depth illustrate the general trend toward increased values with depth. At the 1,300-ft. level, the No. 21 ore body was 1,390 ft. long averaging $8 a ton across an average width of 52 ft. In this ore body at the 2,000-ft. horizon, drilling from the 1,300-ft. level indicates an ore length of 880 ft. (open at both ends) with an average indicated grade of $16.60 per ton across an average width of 45 ft. In other words, grade of this ore body as indicated by drilling is much higher than above and well above the average of $7.12 a ton for ore reserves. It is understood a sixth deep diamond drill hole has been completed within the 880-ft. length confirming results in previous holes but assays have not been made public.

Some of the diamond drill results might superficially be taken as indicating values in some of satellite ore bodies were running lower around the 2,000-ft. horizon. This is not the case, however. In some cases a narrow intersection of low grade for a certain hole may indicate the hole passed through an ore body near its eastern extremity. For instance, drill hole 13-216 which intersected ore bodies Nos. 15 and 18 showing widths of only three and five feet, cut the ore bodies at their eastern extremities, it is believed. Taken as a whole the depth drilling results indicate a definite grade improvement in all the eastern ore bodies which form the major part of the mine's ore resources.

Ore reserves at Kerr-Addison totalled 8,151,844 tons of $7.12 a ton grade after dilution allowance at the end of 1941. At a milling rate of 2,100 tons of ore a day, this reserve—lying entirely above the 1,450-ft. horizon — would be sufficient for 11 years' requirements. With the drilling results being shown at depth, it appears ore can be counted on to at least 2,200 ft. depth. If it extends down in the same volume as it occurs on the 1,300-ft. level, over 7 million tons of ore would be added to the 2,200-ft. level, giving a total ore reserve of over 20 years' requirements. And with the improvement in grade at depth indicated, a distinct improvement in over-all average grade would not be unlikely.

Reserves Conservative

The ore reserve figures for the end of 1941 mentioned do not include all the ore in the mine above the 1,450-ft. level. Ore bodies Nos. 8, 9, 10, 15, 18 and 19 below the 700-ft. level were not included at all in the reserve figures. Some of these bodies are of fairly large dimensions such as the No. 8 which shows a length of 450 ft. on the 850-ft. level and an average width of 15 ft.

With the present ore reserve position and stage of mine development, an increase in mill capacity to 3,000 tons a day from its present 2,000-2,200 ton rate would be "on the books" in ordinary times. Expansion seems to be ruled out by the equipment priority problem, however, and it may not be until after the war that milling facilities can be provided commensurate with present proved ore reserves.

Grade of ore treated at Kerr-Addison is still running considerably above the average of ore reserves. Average recovery in the first quarter was $8.73 a ton compared with the $7.12 grade of reserves. Treatment of higher than average grade ore results partly from the drawing on the most readily available ore which happens to be higher grade but mill recoveries have been consistently higher than the sampled grade of the ore.

Build Up Broken Ore

Higher values at depth may go far to offset any tendency for the average of ore reserves to decline due to treatment of higher than average grade ore at present.

Steps are being taken to build up broken ore reserves and late in the year it is estimated that 900,000 tons of broken ore will be available or well over a year's milling requirement.

The rapid growth of mill capacity to 2,200 tons a day in a four year period at Kerr-Addison was accomplished only because it was realized from the first that a large tonnage operation existed. Today headframe and hoisting equipment are good for 3,000 tons of ore a day from a depth of 4,000 ft. While the 1,450-ft. level has only partly been opened up the shaft is now down 2,400 ft. on its way to the 2,850-ft. horizon with completion to the objective expected next November. With the shaft down to 2,850 ft., a block of eight new levels will be ready for development. It is thought likely that levels at 1,900 and 2,500 ft. will be the first levels opened up in the new block of ground.

Completely opening up 1,000 ft. of further vertical depth will be a matter of years. Development on the upper levels is still turning out much in the way of new ore lengths and this tends to slow down the move for opening up lower levels.

Demonstrates Speed

Operating at 2,200 tons a day, Kerr-Addison reflects the speed with which a great mine can be opened up and equipped for milling. Lake Shore Mines started milling in 1918 with a capacity of 60 tons daily. In 1924 the mill was still running at the same capacity with a boost to an average of 265 tons the following year. Hollinger started producing in 1910 and in 1912 treated an average of a little over 100 tons of ore a day.

Kerr-Addison with the greater financial resources available in the mining industry in more modern times was able to start at an initial milling rate of 500 tons daily. Since the commencement of milling on May 2, 1938, successive boosts in capacity have raised the mill to 2,100 tons a day. With the war, the company is not considering any further immediate increase in capacity. Instead the management is concentrating its efforts on securing an even flow of production and opening up the tremendous further tonnages of ore indicated at depth. The management hopes to be ready for the time expansion is feasible with a really ample ore supply and strong financial resources on hand.

"...and your Guinea Gold Ma'am!"
OGDEN'S
Guinea Gold
CORK TIP CIGARETTES
ALSO PLAIN ENDS
22 for 25¢
"GOOD AS GOLD AND MILD TOO!"

CHEMISTRY HELPS TO WIN THE WAR

What Kind of Gun *is* This?

IT'S a spray gun — used to apply paint, vital protection for all metal surfaces in today's war equipment. Everything, from steel helmets to mighty ships, must have its painted shield against rust, corrosion and decay.

Paint and the painter are playing an important role in Canada's production of war machines. There must be paint for ships, shells and planes; paint for torpedoes, tanks and transports . . . and master workmen to apply them; camouflage paints, signal paints and other little-known developments of the paint chemist.

C-I-L plants at Montreal, Toronto and Regina are working unceasingly to prevent any interruption in the flow of protective finishes for the Navy, Army, Air Force, while maintaining, so far as is compatible with war needs, the supply of necessary paint products for civilian use.

Paints, lacquers and varnishes are only some of the many C-I-L products of Industrial Chemistry which are aiding Canada's war effort.

C-I-L CANADIAN INDUSTRIES LIMITED

CANADIAN INDUSTRIES LIMITED

PA203

Pacific Gold Operators Search for War Metals

From Our Own Correspondent

VANCOUVER.—Gold production in British Columbia is not likely to be reduced substantially this year, but some of the biggest operators will emphasize the search for strategic metals and leave the development of untried gold properties until after the war.

Bralorne, No. 1 B.C. gold producer, will probably not do much work on its newly-acquired gold property in the Yalakom River area. It hopes to develop Canadian Tungsten into an important unit and several other "war metals" prospects are being studied.

Privateer, in the Zeballos area, is also looking for strategic metals, and similar policy will likely be followed by such companies as Pioneer and Sheep Creek, the latter having turned the old Lucky Jim zinc and lead mine into a profitable producer during the last year.

Doubts Forecast

In his annual report, W. B. Burnett, president of Cariboo Gold Quartz, says that, while base metals are being given a priority, gold production should not be seriously interrupted. He disagrees with the prediction of Dr. John F. Walker, deputy minister of mines, that gold output in B.C. during the next two or three years may be cut 50%.

"The only possible difficulties may be in a continuing supply of explosives and oil," said Dr. Burnett. "But present prospects are decidedly favorable."

Meanwhile Hon. Herbert Anscomb, B.C. minister of mines, takes issue with Ottawa for discouraging the financing of mine development by public subscription.

"Under the War Exchange Conservation Act," he states, "the Department of Finance may give special consideration to mining enterprises in the matter of depreciation and depletion under the Income War Tax Act. It has been made very clear that this consideration will not be granted to any mining company intending to go to the public for financing.

"This, I think, is a bad policy in view of the war and the demand for metals. It will tend to force the development of new properties into the hands of the operating companies. Such companies ordinarily do not take the risks that exploration or development companies take, and it means that there will be a gap in the regular chain of development from prospect to producer.

Tungsten, Chromite

"This will be particularly evident in the case of war metal deposits such as tungsten and chromite, which are likely to yield little or no profit. It appears as if development of such properties will eventually be forced into the hands of the government, and this would have to be a federal undertaking.

"The only alternative is to raise the price for such metals."

Mining Company Reports

Prospectors Airways

Field activities of Prospectors Airways in 1941 were limited to participation in a joint scouting arrangement with other companies. Although a large number of properties were examined and tested, no property of interest was found. Recently, however, the company has taken a 20% interest in an option in a property adjoining the ground of Belleterre Gold Mines.

Shareholdings include 1,000 shares of Consolidated Smelters, 100 shares of Hudson Bay, 350 of International Nickel Co., 197,200 shares of McWatters Gold Mines, 653,962 shares of Pascalis and 48,650 shares of Musketeer Mines.

Robert Cockeram has resigned as president due to pressure of other

Income and Deficit Account
Years Ended Dec. 31

	1941 $	1940 $
Dividends received ..	3,470	24,710
Cons. & man. fees	9,575	10,072
Total income	13,045	34,782
Less: Explor. & prosp.	3,557	3,555
Admin. & gen. exp.	2,423	2,648
Exec. salaries	15,310	19,967
Int. & exchange ...	1,160	161
Taxes	260	1,014
Diamond drill insur.	51	102
Depreciation	470	894
Claims w/o	1,019	......
Net operat. profit	*11,205	6,441
Add: Profit on shs. ..	729	8,977
Less: Prov. on equip.	1,569	......
Net profit	*12,045	15,418
Prev. deficit	56,509	71,927
Deficit forward	68,554	56,509

*Loss or deficit.

Earnings per Share and Dividend Record:

Earned	d$0.016	$0.02
None paid.		
d-Deficit.		
Working capital	196,186	203,800

Privateer Mine

With production rate reduced to allow treatment of lower grade, but profitable ore and increases in development taxes and cost of supplies, Privateer Mine earnings in 1941 declined to 13.8 cents a share from 18.5 cents in 1940. A further decrease is anticipated this year, making unlikely continuance of a bonus with future dividends.

During 1941, 31,354 tons of ore were milled. Reserves at the end of 1941 totalled 37,472 tons of $17.32 grade against 37,574 tons of $25.03 grade a year previous.

A larger part of development was concentrated on the subsidiary Prident operation in 1941. A continuation of this trend is expected in 1942. The deep 600 level crosscut from the Privateer workings to Prident has cut three new veins since the end of the year and one ore shoot has been opened up 112 ft. long averaging 2.74 oz. over 0.23 ft. Further outside exploration is to be concentrated on war metals.

Income and Surplus Account
Years Ended Dec. 31

	1941 $	1940 $
Bullion production ...	944,988	1,142,078
Add: Misc. revenue ..	2,771	4,623
Bond interest	3,391	......
Prident dividend ..	46,457	......
Transfer fees	678	......
Total income	998,285	1,146,701
Less: Mining charges..	163,193	178,224
Milling	58,204	100,110
Development	81,480	96,084
Admin. expense ...	30,060	37,196
Cookhouse loss, etc.	4,312	8,891
Mineral taxes	17,144	20,217
Property tax	2,825	1,400
General charges ...	25,746	35,375
Insurance	6,761	2,739
Marketing	13,374	15,262
Net income	595,190	651,203
Less: Depreciation ...	62,967	7,915
Depletion	56,492	60,016
Inc. tax provision ..	129,532	90,615
Exploration w/o ...	8,120	36,919
Loss on assets	181	933
Loss on bonds	250	......
Net profit	337,648	454,805
Less: Dividends	392,653	441,734
Surplus for year	*55,005	13,071
Add: Prev. surplus ..	422,144	411,382
Less: Adjustments ...	640	2,309
Surplus forward	366,499	422,144

*Deficit.

Earnings per Share and Dividend Record:

Earned	$0.138	$0.185
Paid	0.16	0.18
Working capital	373,504	309,205

Aldermac Copper

While a loss of $11,007 was experienced by Aldemac Copper Corp. in 1941, working capital was increased from $180,313 to $329,083 with bank loans completely repaid.

Ore reserves available at Jan. 1, 1942, were sufficient for 16 months' requirements. Exploration by drilling has been thorough for 1,000 ft. below the present workings and drilling is still going on but the most promising ore chances have been eliminated.

Prospectors were kept in the field during 1941 with $19,030 spent on the search for a new property.

Income and Deficit Account
Years Ended Dec. 31

	1941 $	1940 $
Metal production, etc.	2,051,246	1,896,881
Less: Marketing	903,589	827,115
Net income	1,147,657	1,069,766
Less: Mining	344,257	408,809
Milling expenses ...	387,096	322,302
Other oper. exps. ..	117,334	105,419
Sal. exec. officers ..	6,000	6,000
Legal fees	2,750	2,254
Net oper. profit	290,218	224,982
Less: Depreciation ...	126,503	84,394
Interest	20,000	27,712
Development w/o ..	128,692	128,692
Taxes	7,000	5,000
Outside exploration	19,030	......
Net loss	11,007	20,816
Add: Prev. deficit ...	385,940	276283
Addit. depreciation .	......	28,515
Addit. develop. w/o .	......	60,326
Deficit forward	396,947	385,940
Working capital	329,083	180,313

CANADA

OFFICE OF THE CHIEF PLEBISCITE OFFICER

PUBLIC ANNOUNCEMENT

EVERY CANADIAN CITIZEN IS HEREBY ADVISED:

(1) THAT a Proclamation of the Governor in Council dated the 9th day of March, 1942, ordered a plebiscite to be taken in every electoral district in Canada on the question set out in the ballot papers to be used thereat in the following words and form:

Vote by making a cross, thus X, after the word 'Yes' or after the word 'No'.

Are you in favour of releasing the government from any obligation arising out of any past commitments restricting the methods of raising men for military service?	**YES**
	NO

(2) THAT the date fixed as polling day for the said plebiscite is Monday, the 27th day of April, 1942.

(3) THAT polls will be open in each polling division from 8 o'clock a.m. until 8 o'clock p.m. (daylight saving time).

(4) THAT new lists of voters have been specially prepared for the said plebiscite.

(5) THAT the said lists are what may be termed "open lists" which means that, in either urban or rural polling divisions, any qualified voter whose name has been omitted from same may vote on polling day in his polling division upon taking the required oath and upon being vouched for on oath by a voter whose name appears on the list of voters for such polling division.

(6) THAT National Registration Certificates are required to be produced by qualified urban voters whose names have been omitted from the lists of voters, and by those voters only, before being allowed to vote.

(7) THAT advance polls will be opened in the same localities and on the same conditions as at the last General Election.

(8) THAT, as a general rule, every person who has ordinarily resided in Canada during the last twelve months is entitled to vote at the said plebiscite if he is twenty-one years of age and a British subject.

(9) THAT voters will be entitled to vote in the polling division in which they were ordinarily residing on the 30th day of March last.

(10) THAT urban voters have been advised of the location of their polling stations on the notices left at their dwelling places by the enumerators.

(11) THAT rural voters have been notified in the Notice to Voters posted up in the post offices, and should have been verbally advised by the rural enumerators of the location of their polling stations.

(12) THAT, generally, polling stations for the said plebiscite will be established at or near the same premises as at the last General Election.

(13) THAT arrangements are being made to collect the results of the plebiscite on the evening of polling day as is done at a General Election.

(14) THAT every Canadian on active service or in training in any of His Majesty's forces or corps, within or without Canada, is entitled to vote at the plebiscite in advance of polling day by virtue of a special procedure provided.

Dated at Ottawa this 20th day of April, 1942.

JULES CASTONGUAY
Chief Plebiscite Officer.

New Books . . .

Laval and Other Traitors

DEADLINE: the Behind-the-Scenes Story of the Last Decade in France. By Pierre Lazareff. Published by Macmillan's, Toronto. Price $4.

With that arch-traitor, Pierre Laval, back in power again in Vichy there appears this timely record of the last decade in France; the decade when Laval was the greatest villain of "the piece."

Throughout M. Lazareff's pages, the name of Laval runs as a continuous red thread. He recalls that in 1917 it was Laval who urged a negotiated peace. Laval was then sure that France was about to run red with revolution. Again in 1940 it was Laval who was certain that the Anglo-Saxon people would not and could not carry on the struggle against the Nazis. He wanted to meet Hitler face to face and make a deal.

In the years between Laval was the apotheosis of the traitorous conduct of French leaders that in time encompassed the nation's destruction. Laval betrayed Briand. As Hitler rose to power he sought to appease him. He maintained secret contact with Hitler and Mussolini while jibing publicly at British diplomacy. He helped the notorious Otto Abetz make connections in Paris and corrupt the French press. He supported Colonel La Rocque's Fascist Croix de Feu. He spread defeatist propaganda in Sept., 1938. Before Hitler attacked France in 1940, Laval undermined Daladier by treacherous attacks. Afterward he "saved" France by selling it out to the Nazis. Ever since he has been trying to deliver the country he sold.

The story of Laval is only a small part of M. Lazareff's book, which is a first-class report, in the best journalistic style, how France fell. M. Lazareff is the man who built up Paris-Soir to two million circulation, making it the miracle paper of France. He escaped to Canada after the downfall; and has been for over a year in the United States, writing these memoirs.

Even those who have read the half a dozen previous excellent volumes that have come out on the story of the last ten years in France will find Lazareff's "Deadline" a racy, informative story.

For a Hand-out Democracy

STRATEGY FOR DEMOCRACY. By J. Donald Kingsley and David W. Petegorsky. Published by Longmans, Green and Co., Toronto. Price $4.

This is an exceedingly class-conscious volume which makes a plea for "a more effective democracy." The basic premise is that there is an inherent conflict between "monopoly capitalism" and "democracy." That would be a good enough point to start from if there were a clear-cut definition of monopoly capitalism and of democracy. The authors are none too clear in their own definition. Apparently they assume that the "democracy" which the democratic world enjoys today is a sham democracy because it is sterilized by "privilege." The democracy they desire is one that maintains democratic institutions and strengthens the "progressive" forces. They want a social and economic system planned and run by the intellectuals for the proletariat. All this sounds familiarly like the preachings of Karl Marx or the intellectuals who produced such abortions as the N. R. A. and the Warren-Pearson price theory. Their ideas had a plausible ring; but the results were pathetic.

The two young authors say at one point: "We failed tragically to understand that the world is made up of the nations which compose it; that international morality cannot rise above the level of national moralities."

True, but they seem to feel that society can rise far above the level of the individuals who compose it. Nowhere do they offer any suggestions for ways and means of educating people in the responsibilities of citizenship.

Facts on All Nations

STATISTICAL YEAR-BOOK of the League of Nations 1940-41. Published by the League of Nations, Geneva, Switzerland. Price $2.50 in paper cover; $3.50 in cloth cover.

Gathering of the multitude of statistics that go into this annual publication becomes more difficult each year. Impartial information regarding changes war is bringing in the financial, economic and democratic aspects of the life of nations of the world becomes more and more scarce and hard to obtain.

In spite of all these troubles, the latest volume gives data for 1940 and in some cases for 1941. In addition to the multitude of tables that bring together the amazing amount of information included in this book, the most recent edition includes information as to territorial changes, war expenditures and monetary measures introduced in most countries since the outbreak of hostilities.

Censuses have been taken in 17 countries in 1940 and 1941 and the results are included in the League of Nations figures. Although war casualties, in most cases, are not available, there is already evidence apart from this of increasing death-rate in many countries. Coming years will see this effect increased.

This collection of figures and information is the best available source of material on the various economic, financial and population conditions in the countries of the world.

London Calling

by Adelphi

LONDON. — The third Easter week end of the war provided a dramatic contrast with the first.

In 1940 I motored to Sandwich, that golfer's seaside paradise, and stayed with my old friend Colonel Moore-Brabazon from Thursday to Tuesday. He was then a private member of the House of Commons but his mordant wit was sharpening and he was beginning to have strong views. The whole of England was on holiday. Aircraft and munition factories, like all other factories, were shut down for three and in many cases, four days. Why not? It had proved a "phoney war." After Poland had been beaten all fighting ceased. We were just going to sit tight and watch Germany choke to death under pressure of our economic blockade.

It was lovely weather. I never knew the famous Sandwich courses, Princes and St. George's, to be so attractive with their wind-swept links and the golden sunlight on the sea.

That was Easter, 1940.

* * *

— And Now This

This is Easter, 1942.

The government has told us that we must not travel. Princes Golf Course has been closed for 18 months and Sandwich is a banned area. A few people will eke out their last few drops of petrol and then put their cars away. There is to be no more private motoring. A certain number of workers will get one day's holiday as a slight respite in their steady 72 hour weeks. Trains are cut down to a bare minimum and travel slowly to save coal. The nation's diet is being still further reduced and whisky is becoming a mere memory.

The Chancellor of the Exchequer is preparing his Budget to see how near he can get with taxation to complete confiscation. Only the sun which spent the whole winter in some other part of the world has come back with a tantalizing warmth. There are crocuses in Hyde Park but London traffic is down to a mere trickle. A few people will get in a game of golf, using old balls for there are no new ones for sale. The only travellers are the pilots of the R.A.F. in their endless sweeps across the Channel.

Easter, 1942. Prelude to the world's greatest battle.

* * *

Canadian Ace Popular

Everyone in the Air Force is delighted that Air Commodore Raymond Collishaw has been made an acting Air Marshal. I have not seen this Canadian ace since he was one of that magic circle in the last war which included Bishop, MacLaren, McKeever, Barker and Mulock. Collishaw, who hailed from Vancouver, did his best to persuade the then Minister of Defense, Sir Sam Hughes, that the Air Force would be important in the war but Sir Sam knew better. So Collishaw paid his own way to England, enlisted in the R.F.C., and was put on pronunciation to see if his accent could be improved. At least that is the prevailing legend over here. Then of course he went out to France, shot down 50 odd Huns and commanded his squadron.

His work in Lybia has been magnificent. He knows what he wants and says so—I hope in the same accent as he used when he first came across the Atlantic 27 years ago.

* * *

Now Potential Dictator

What are we going to do about Herbert Morrison, the pert little cockney Home Secretary?

He was a conscientious objector in the last war, but now he has become a potential dictator.

The trouble with Morrison is that he loves a row. He has pugnacity and wit which make him a dangerous antagonist. It is he who orders the arrest of enemy aliens and our own suspected nationals.

They are not tried, they are simply imprisoned, although allowed to put their case before an advisory tribunal.

The result of all this is that "Our 'Erb" is taking a strong line in many directions. He banned the Communist organ "The Daily Worker" and has refused to alter his decision despite the enthusiasm for everything Russian.

Not content with that he announced that he had warned the "Daily Mirror," Britain's only sensational tabloid, that if it did not behave he would close it down too. This produced a terrific row in Parliament but Morrison refused to see what connection there was between the freedom of the press and the liberty of the "Daily Mirror" to do harm to the national cause. M.P's who despised the "Mirror" railied to its support but Morrison told them he would do what he liked until he was fired.

* * *

It's Now Unreadable

At the crucial moment the "Mirror" either lost its nerve or saw the light. At any rate it apologized for its conduct, albeit rather grudgingly, and then announced the resignation of its most turbulent writer. Since then it has been so mild that it is practically unreadable.

But Morrison has broken out in another direction. He has fired Sir Warren Fisher, former head of the Civil Service and until yesterday Special Commissioner for the London Civil Defence Region for having written a letter to the Press criticizing Morrison as Home Secretary. The whole thing is absurd as it only had to do with the unfortunate use of government petrol by a Lancashire National Fire Service football team which travelled to Scotland to play a similar team at Dumfries.

Morrison's fiercest critics come from his fellow Socialists. They say that he is not content to play Fouché but wants to be Napoleon as well. Poor Anthony Eden as acting Leader of the House doesn't know quite what to do.

* * *

Say Breach of Truce

In the meantime Mr. Churchill has run into a storm on the political front. At the annual meeting of the Conservative Party Central Council he said that Conservatives should remember that they were the rock on which the war effort principally rested.

This seemed an innocuous enough remark considering that the Tories are in a big majority in Parliament, but the Socialists say it is a breach of the existing truce. In fact Mr. Atlee is distinctly peevish about it.

The Tories who are beginning to show some signs of life point out that although the Socialists never oppose a Tory in a by-election, where the seat was previously held by one, neither do they give him any support. Mr. Attlee will not even give him a letter of recommendation, reserving that diploma for Socialist Candidates only.

All these things may just be signs of Spring but many of us feel that Parliament would be healthier if a few by-elections were fought. As each candidate would be for a more vigorous war effort the electorate ought to be allowed to choose their own color.

MEN BEHIND THE MEN...

It takes more than combat men to win a war. The powerful factor behind modern warfare is speed. Armed with modern and efficient equipment the "men behind the men" at Hamilton Bridge are setting the pace. From Planning Room to Fabrication, Hamilton Bridge offers the type of experience that only half a century's service could develop . . . the type of service you can expect when the "men behind the guns" are provided for.

Ask HAMILTON BRIDGE COMPANY LIMITED
ENGINEERING FABRICATION ERECTION
HAMILTON, ONT. VANCOUVER, B.C.

How to make your typewriters last longer—

Follow these simple precautions —clip them now!

CLEAN DAILY . . . On type, use bristle, not wire, brush and benzine-moistened rag (brush outward, first covering keyboard with paper). Rub nickle, wipe enamel, with soft, dry cloth.

ERASE CAREFULLY . . . Move carriage to extreme right or left so erasings won't fall into type-bars and slots.

COVER NIGHTLY . . . Dust accumulates quickly when machines are not in use.

OIL SPARINGLY . . . Ask your serviceman "where" and "how much".

CONSERVE RUBBER . . . Standard platens outwear hard platens 3 to 1. At night, relieve pressure on feed-rolls by depressing paper-release lever. If you cut many stencils, have special stencil feed-rolls installed.

USE EVENLY . . . Keep work distributed as uniformly as possible among all typewriters. Return old machines to service for use on intra-office work.

AVOID POUNDERS . . . Unskilled operators should be kept away from good machines.

MOVE GUARDEDLY . . . Lift machine at bottom, not by the carriage. Don't leave in unsafe position from which it may fall. Centre carriage before closing drop-head typing desk.

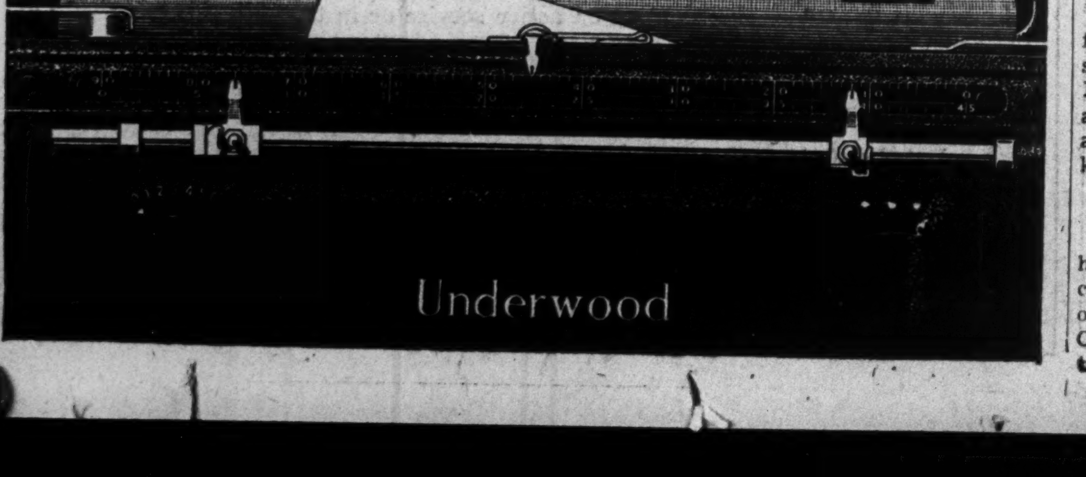
DON'T TINKER . . . Call your serviceman for *all* adjustments and repairs, however minor.

SERVICE REGULARLY . . . Have Underwood Elliott Fisher's coast-to-coast maintenance staff service your machines monthly. They know the Underwood as only *the builders* can! Their skill and experience, plus factory tools, genuine parts and authentic adjustments, assure enduring new-machine speed, accuracy, economy. Costs no more than *unauthorized* service!

UNDERWOOD ELLIOTT FISHER LIMITED — Makers of UNDERWOOD TYPEWRITERS
Joseph L. Seitz, President
HEAD OFFICE, TORONTO — BRANCHES IN ALL CITIES
NEW AND USED TYPEWRITERS—RENTALS—SERVICE—SUPPLIES

FREE! *Reprints of these ten tenets of typewriter longevity sent on request. Write or phone now!*

425



SMALL POTATOES that save big Ships

Take a potato, shrink it to the size of a peanut then bring it back to full size? This is a nice trick if you can do it. Dehydration does it . . . and dehydration is helping to win the Battle of the Atlantic by enabling one ship to do the work of six. The other five now transport guns, shells and other vital war supplies.

Great progress has been made in the dehydration of foods since the war began . . . progress with which Brown Industrial Instruments and Minneapolis-Honeywell Controls have been happily linked.

Onions, peas, apples and other garden foods are now dehydrated to one-seventh of their normal size. Overnight soaking in water restores their natural size, colour and food values.

Careful, rigid control of temperatures and humidity play a vital role in today's dehydration process. Racks of fruit and vegetables are placed in drying rooms (dehydrators). Heat, controlled and dried with Minneapolis-Honeywell controls, is forced through the racks by a fan, which also drives off the moisture-laden air. Brown Recorders and Controllers prevent spoilage by keeping temperatures within narrow, predetermined limits throughout the drying process.

If yours is an industry that calls for precise automatic control, you'll find a wealth of "Control Information" in the booklet "Instruments from the Executive View Point." It tells about the automatic regulation of heat, humidity and temperature and the flow and control of steam, oil and other liquids. It will also tell you how such systems can speed up your part in the War Effort. Write to Minneapolis-Honeywell Regulator Company Limited, 117 Peter Street, Toronto, Ontario. *Branches:* Montreal, Winnipeg and Calgary.

MINNEAPOLIS-HONEYWELL REGULATOR CO. LTD.
—*Manufacturers of*—
BROWN INDUSTRIAL INSTRUMENTS

THE FINANCIAL POST

Largest Circulation of All Canadian Financial Papers

Vol. XXXVI Member of Audit Bureau of Circulations PUBLICATION OFFICE: TORONTO, APRIL 25, 1942 10c a Copy; $5.00 a Year No. 17

Canada's War Production on Parade

April's Monthly Survey Includes Construction and Shipbuilding

Building for Warriors

A carpet of great, level airfields has been rolled out where, only months ago, was farm, wasteland and bush. A mechanized construction industry now strikes and transforms like a glacier. This mighty drama of reshaping building and organizing has made Canada the centre of the democratic world for producing skilled and inspired air fighters.

Over $200 millions of construction is the programme for all the armed services. Of that amount, $135 millions has been for the Air Force; $32 millions for the Army; $17.5 millions for the Navy.

Photo shows work on one of the new airfields which forms a link on the vital air highway to Alaska.

Building for War Work

A great city of new plants for making the stuff of war has sprung from the skill, zeal and sweat of Canada's builders.

For explosives, guns, war metals and fighting airplanes Canada had small peacetime capacity; great wartime opportunity to serve the democratic cause.

New plants and plant equipment for war financed by the government represent an investment of over $600 millions, of which about 90% is now complete. Construction contracts for new and expanded industrial plants, most of which are for war work, awarded from the start of war in September, 1939, to the end of 1941 totalled almost $222 millions.

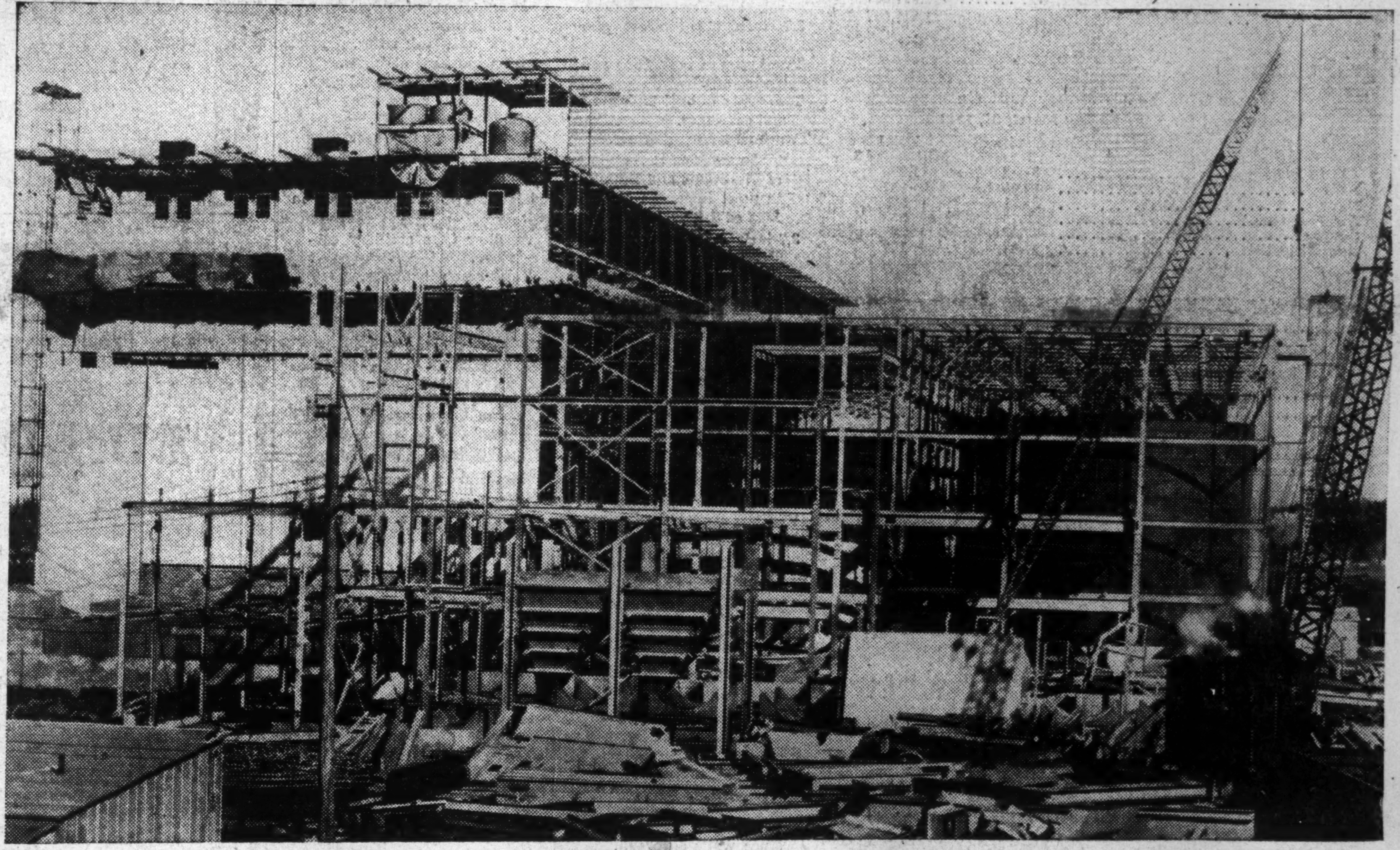


Photo shows work in progress on part of a vast new plant for the production of the vital war metal, aluminum.

Building for War Workers

As guns are worthless without men behind them, so war industry is dependent upon its workers, their skill and their devotion. Hence, the creation of great new war plants has been a supreme challenge to the home-building industry.

Most dramatic development in the field is the programme of Wartime Housing Ltd. which so far plans to house 8,224 families in 45 Canadian communities and to provide residences for single workers, dining halls and manning pools.

Built in sections and designed to be temporary, this development is being closely watched as a significant, large-scale experiment.

Photo shows workers handling one of the 90 "prefabricated" sections which comprise one house of Wartime Housing Ltd.

Photo—Public Information.

Production on Parade – A Progress Report

Canada's Industry Builds For Victory

Herewith The Financial Post presents the obtainable, publishable and latest available facts about our armed forces, about the main items of our war production, and about war finances

Canadian War Production

Distribution of some $250 millions of war contracts placed on Canadian account by the Department of Munitions and Supply in the first quarter of 1942 shows that almost 70% represented orders for ships and land transport. Indicated volume of orders placed for ships is $86.5 millions and for motorized equipment $81.2 millions. Third largest total was $47.5 millions for aircraft. Construction and defense projects are shown at $28.3 millions and clothing orders $20 millions.

No official figures for orders placed either by the Canadian government or by United Nation governments in Canada are available except for a regular quarterly summary showing on a cumulative basis the commodity classification of contracts placed on Canadian account since the beginning of the war. Comparison of this total with the previous quarterly summary covering cumulative figures up to the end of the year reveals approximate value of contracts placed in the intervening three months.

One curious result of the comparison is the revelation that "ordnance" contracts appear in the most recent quarterly summary at a figure $25 millions below the corresponding total at Dec. 31, 1941. The explanation given officially to The Financial Post is that a $43 millions order was switched during the last quarter from Canadian to British account. The actual amount of new business placed in this division on Canadian account in the first quarter of 1942 was approximately $18 millions.

Department officials warn that similar "switches" take place from time to time in other classifications which makes completely accurate appraisal of purely Canadian buying not always strictly comparable. The following figures show totals to date:

Aircraft	$391,719,381	Dockyard stores	13,252,107
Shipbuilding	318,409,281	Kitchen equip.	7,840,888
Ordnance	200,496,506	Metals, alloys	7,738,570
Land Transport	194,967,871	Tools	6,804,424
Construction	189,562,478	Medical, dental stores	6,650,151
Munitions	70,341,528	Fire fight. equip.	5,349,835
Food	54,719,484	Chemicals	3,792,078
Elec. equip.	43,298,278	Office equip.	3,743,570
Gas, oil	38,381,195	Barrack services	3,217,248
Instruments	33,184,108	Hardware	3,172,080
Lumber, etc.	24,047,237	Sanitary	3,120,662
Machinery	19,194,753	Tentage	3,093,019
Beds, bedding	18,251,306	Paints, etc.	1,917,987
Personal equip.	17,086,088	Photographic equip.	1,317,007

War Finance

Where This Year's Money Will Go
Commitment for Year Ending March 31, 1943

	Per Capita $	Total Millions of $
Aid to Britain	87.72	1,000
Army	87.45	997
Navy	51.31	585
Air Force	22.72	259
Supply	17.98	205
Administration	14.66	167
	281.84	3,213
Non-war	39.91	455
Total	321.75	3,668

Where Last Year's Money Came From

Customs	10%
Excise	15%
War Exchange	6%
Sales Tax	14%
Personal Income Tax	16%
National Defense Tax	8%
Corporation Income Tax	12%
Excess Profits Tax	13%
Non-tax Revenues	6%

Where Last Year's Money Went

Army	18%
Navy	5%
Air	14%
War Plants	9%
Other War Services	3%
Aid to Britain	34%
Total War	83%
Ordinary Government	17%

For a total of approximately $1.4 billions—against expenditures of $2.9 billions. Balance made up by domestic borrowing and the repatriation of British-held Canadian debts.

Shipbuilding

More than 70 shipyards engaged in cargo and naval ship construction.

NAVAL SHIPBUILDING

Major shipyards with contracts for
135 corvettes (about 100 already built)
85 minesweepers (59 built)
Two destroyers (none built)

Boatyards across Canada make assorted naval craft, rowboats to torpedo boats. Others combine with them in $10.5 millions programme for British and Canadian army, navy and air forces and for Norway and the Netherlands.

CARGO SHIPBUILDING

By Wartime Merchant Shipping Ltd. Crown company.

ORDERED .... 172 about 90%, 10,000 tons rest 4,700 tons

PROGRESS—Several delivered, more than 50 building.

FOR TROOP MOVEMENT

One ordinary soldier requires 10 tons shipping.
One mechanized soldier takes 100 tons shipping.

Armed Services

OBJECTIVES

	Now	By March 1943
NAVY	27,000	40,000
ARMY	295,000	385,000-395,000

Increase "in the opinion of general staff is maximum number of new men who can be effectively trained during that period for service overseas."

	Now	By March 1943
AIR FORCE	100,000	170,000-180,000
CANADIAN WOMEN'S ARMY CORPS		Over 1,500
R.C.A.F. (WOMEN'S DIVISION)		Over 2,000

CANADIAN WAR CASUALTIES

(Approx. to end of February)
Dead or missing—Navy, 513; Army, 1,367; Air Force, 1,605.
Prisoners of War, 1,817.

ENLISTMENTS

Breakdown of Enlistments by Provinces
As at Oct. 31, 1941

Province	Population	Total Enlistments	Enlistment % of Population	Navy	Army	Air
Maritimes	1,120,486	51,402	4.58	5,174	39,156	7,072
Quebec	3,319,640	60,195	1.81	4,007	47,556	9,632
Ontario	3,756,632	147,198	3.92	8,675	102,246	36,277
Manitoba	722,447	35,900	4.97	1,747	23,915	10,238
Saskatchewan	887,747	28,937	3.26	1,471	18,021	9,445
Alberta	788,393	32,676	4.14	1,909	22,372	8,395
British Columbia	809,203	36,339	4.49	3,697	24,501	8,141
All Canada	11,419,986	393,717	3.44	26,750	277,767	89,200
Total Enlistments During War						424,605

Army, 299,059; Navy, 26,141; Air Force, 99,405.
Army Enlistments—1939, 69,285; 1940, 128,289; 1941, 101,485.

Cost of Living

The government has frozen basic wage rates which are adjusted to wartime price levels by the rise or fall in the official cost-of-living index which, since the outbreak of war, has risen 14.5%. Change of one whole point in the index is required before cost-of-living bonus payments are adjusted. Herewith is the index for recent months.

Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
115.5	116.3	115.8	115.4	115.7	115.9

Chemicals and Explosives

As reported by the Dept. of Munitions and Supply.

Twelve types of chemicals, eight types of explosives.
23 chemical plants now operating. They represent an investment of $115 millions. Produced, 9 million shells.
Present capacity, 1.2 million units monthly.
Explosive capacity to fill 1 million complete rounds, 700,000 projectiles and 700,000 cartridges per month in 1942, plus filling for bombs, depth charges, mines and fuses.
Small arms ammunition capacity 50 million rounds a month, to treble in 1942. Includes ball, tracer, incendiary and armor-piercing bullets, in four calibres, five more to be added.
Wide range of explosives made, 150 million lb. delivered, monthly 1942 capacity to be 70 million lb.
Artillery shells shipped overseas monthly around 1.5 million.

Ammunition

As reported by the Dept. of Munitions and Supply.

Eleven types, five calibres of small arms ammunition.
30 kinds of shells
Thirteen types of cartridge cases.
Seven types of fuses.
Two types of gaines.
Five types of primers.
500-pound aerial bombs.
Practice bombs.
Two types of depth charges.
Anti-tank mines.
Rifle grenades.
Seven types of trench mortar bombs.
Filled rounds of ammunition, bombs and depth charges.
Pyrotechnics of 50 basic kinds for aerial, field, naval and practice uses.

Canada's Gun Production

As reported by the Dept. of Munitions and Supply.

25-pounder field guns with equipment, tractors and trailers.
Bofors anti-aircraft gun barrels, carriages, predictors.
3.7 inch anti-aircraft gun barrels.
Two types of tank guns and mountings.
Two types of anti-tank guns and carriages.
Two-inch trench mortars.
Three-inch trench mortars.
Bren machine guns.
Browning aircraft machine guns.
Five types of naval gun mountings.
Boys' anti-tank rifles.
Sten machine carbines.
Twelve-pounder naval guns.
Lee-Enfield rifles.
Safety fuse pistols.
Depth charge throwers.

In addition to the armament already listed, the Department of Munitions and Supply reports that work is in progress and in most instances far advanced leading to the production in 1942 of the following equipment:

3.7-inch AA guns and carriages complete.
Three types of naval guns.
Two types of naval mountings.
A third type of AA barrel.
Another type artillery carriage.
Tank bomb throwers.
Vickers machine guns.
Browning tank machine guns.

Special Equipment

As reported by the Dept. of Munitions and Supply.

37 types of sighting and optical equipment.
10 types of special military and naval instruments.
Radiolocators.
Wireless sending and receiving equipment.
Two types of gas masks.
Four types flare parachutes.
Three types minesweeping gear.
Technical naval equipment.
Nine types of searchlights.
Six types smoke projectors.
Three types marine smoke floats.
Gas decontamination equip.
Hospital equip. and supplies.
Fire hose.
Asbestos and glass rescue suits.
Four types ammunition boxes.
Four types machine tools in hundreds of sizes.
15,000 basic gauges.
Bren gun tripods.
Anti-submarine equipment.

Work is in progress for production this year on other types of armament described only as "secret equipment and weapons of various kinds," and predictors for anti-aircraft guns.

Airplanes

Some 5,000 craft of all types manufactured or assembled here since war's outbreak.
Now building 100 Avro Ansons monthly, 16 Bolingbroke bombers plus five other types.
Production this year concentrated on eight types: Fairchild trainer, Avro Anson, Harvard, Bolingbroke, Consolidated PBY, Curtiss Dive Bomber, and two types still secret.
Aero-Engine production under way in 16 months.

War Workers

600,000 of whom 75,000 are women "engaged directly and indirectly (end of 1941) in producing and distributing the weapons and supplies of war."
700,000 to be engaged by end of 1942.

Fighting Vehicles

TANKS—Canada is making two types:
VALENTINE—medium size, infantry co-operation. One produced every eight hours by 4,000 workers in Angus Shops of C.P.R., Montreal. $65,000 each.
M-3 CRUISER—heavily armored, high speed offense unit. Produced by 3,000 workers in Montreal Locomotive Works. Rate secret.
UNIVERSAL CARRIERS, 700 a month .... $5,000 each
ARMORED CARS—Scout, scout armored and reconnaissance cars to reach production of "hundreds monthly" early in 1942.

Types of vehicles include: three types of wireless trucks, four types of ambulances, 12 types of field workshops, three types of fire trucks and 90 types on 12 different chassis of army mechanized transport, plus 12 types of special military tires.

Military Vehicles

Over 200,000 units shipped overseas.
Deliveries: "thousands monthly."

ONE CANADIAN INFANTRY DIVISION HAS

3,500 motor vehicles of 160 different types worth, plus one year's upkeep, $12 millions; one vehicle to 4-5 men. Represents total horsepower of 249,000. Total cost around $300,000.

ONE CANADIAN ARMORED DIVISION

3,500 motor vehicles.
Total estimated horsepower of 387,500.

CANADA PRODUCING

One army automotive unit every 3 minutes.
Total contracts to auto industry, July 14, 1939-Dec. 31, 1941, $113.8 millions.

GECO

OFFERS 3 SPECIALIZED ENGINEERING SERVICES

CONSULTATION

First step towards the successful completion of an efficient industrial plant is intelligent, competent consultation on the proposed project. Geco's experienced management engineers are fully qualified to be of tremendous help in formulating your construction plans.

DESIGN & CONSTRUCTION

Geco maintains a staff of trained, experienced designers. Our own buyers and construction engineers work together to provide maximum speed and efficiency on any construction job placed in our care.

OPERATION

Geco offers a thoroughly experienced executive management service. These men are "steeped" in the 30 years of varied world wide engineering service already behind the Geco organization. These three services all in one organization provide speed, economy and efficiency on the job. If you are planning a factory, factory addition, or operation of any type, why not avail yourself of any one, or all three, of these services.

SALT LAKE CITY TORONTO GECO LONDON NEW YORK CITY

GENERAL ENGINEERING COMPANY
(CANADA) LIMITED
WA. 8605 Cable: GECORING
100 ADELAIDE ST. W.
TORONTO
R. M. P. Hamilton P. D. P. Hamilton

BUILDING and CONSERVATION

Canada's War Effort rolls through a climate range requiring buildings armoured against sun, wind, storm, cold and ice.

Housing for the Armed Forces, Buildings for Production of War Materials, and Shelter for the Civilian Population, need protection against extremes of weather and cold that can be quickly, economically and soundly applied to new construction, addition and alteration of multitudes of buildings.

Products invented and developed in Canada for these special requirements of our climate have helped to make possible the rapid expansion of buildings for training, production and housing under the War Program.

This year, in addition to facilitating urgent new building, these products are contributing means of recovering waste in existing buildings by sub-dividing to supply additional living quarters, by insulating over outside wooden walls to permit heating all space in the building for living or production, economically, in Winter, by adapting Summer buildings to year-round use.

Insul-Ated Sidings reduce fuel requirements, cut heating expense, eliminate paint and upkeep cost.

These products supply the materials for necessity building, recovery of waste space and usefulness in existing buildings, and reducing heating and operating cost without diminishing stocks of raw materials vital to war production.

Genuine B. P. Insul-Ated Sidings: For Insulating wood wall buildings right over the outside walls.

Insul-Board Asphalt-laminated Insulation: For Partitioning and Insulation of inside walls, ceilings, roofs, floors.

B. P. Asphalt Shingles and Asphalt Roofings: For Roof Renewal and all-weather protection.

B. P. Tile Floorings: For Floor Finishing including concrete basement floors.

Produced BP In Canada

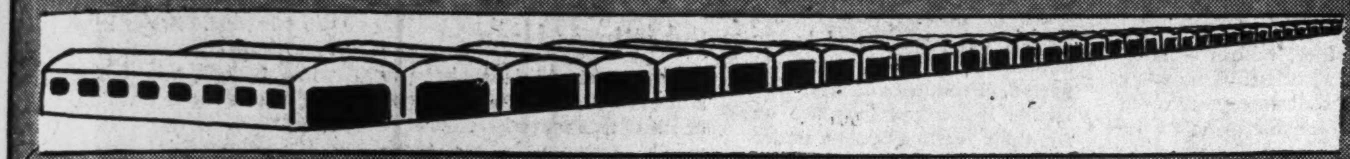
BUILDING PRODUCTS LIMITED

MONTREAL TORONTO HAMILTON
WINNIPEG SAINT JOHN HALIFAX

ROOFING • SIDING • INSULATION • FLOORING

The Construction Industry Goes to War

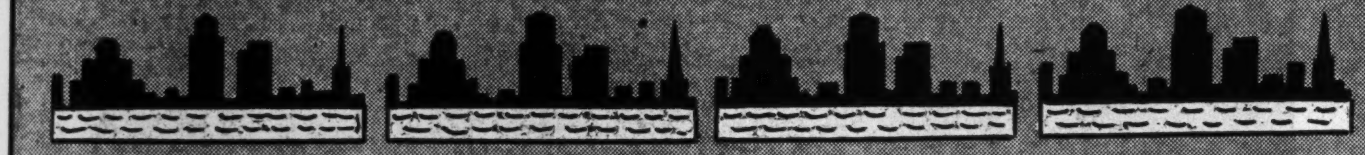
It Builds Our Air Strength



Enough Hangars to make a building
112 feet wide – 20 miles long

MONTREAL
TORONTO

Enough hard-surfaced runway to pave
nearly five times the distance
between Toronto and Montreal.

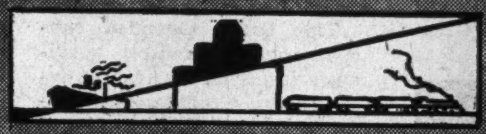


Total of 125 Airports
Covering 115 square miles
Over four times the area of Toronto

It Builds Our War Plants

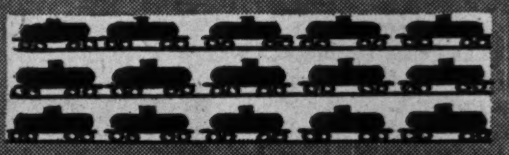
For new war plant and equipment – $600 millions
—more than three times total of all
construction contracts for 1938

Equivalent To:

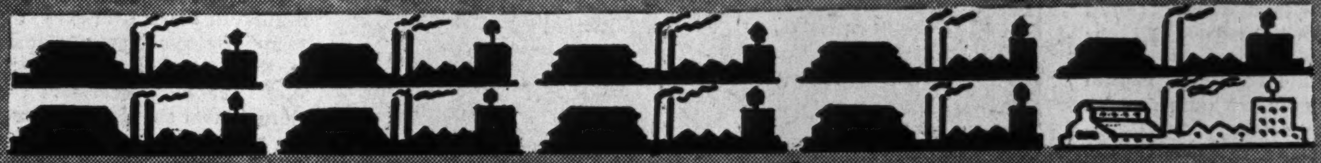


HALF the Property
account of C.P.R.

FOUR TIMES
Property account of
International Nickel



FIFTEEN TIMES
Property account of
Imperial Oil



Each unit represents 25 plants

The money will build 250 plants, some with as many as 40 buildings each, over 90% of which were completed by end of 1941.

It Builds Our War Homes

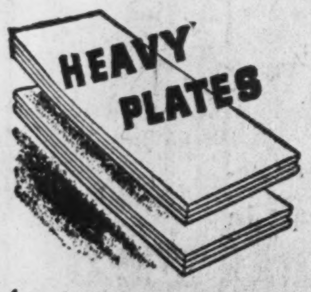
Wartime Housing Limited

Will build homes for 47,000 war workers and dependents – *More than the population of Victoria.*

Has Built	Will Build	Has Spent	Will Spend
4,500 homes 35 staff houses	5,200 more 20 more	about $15 millions	Total of $30 millions

Chart by The Financial Post

STELCO
SERVES
CANADIAN INDUSTRY

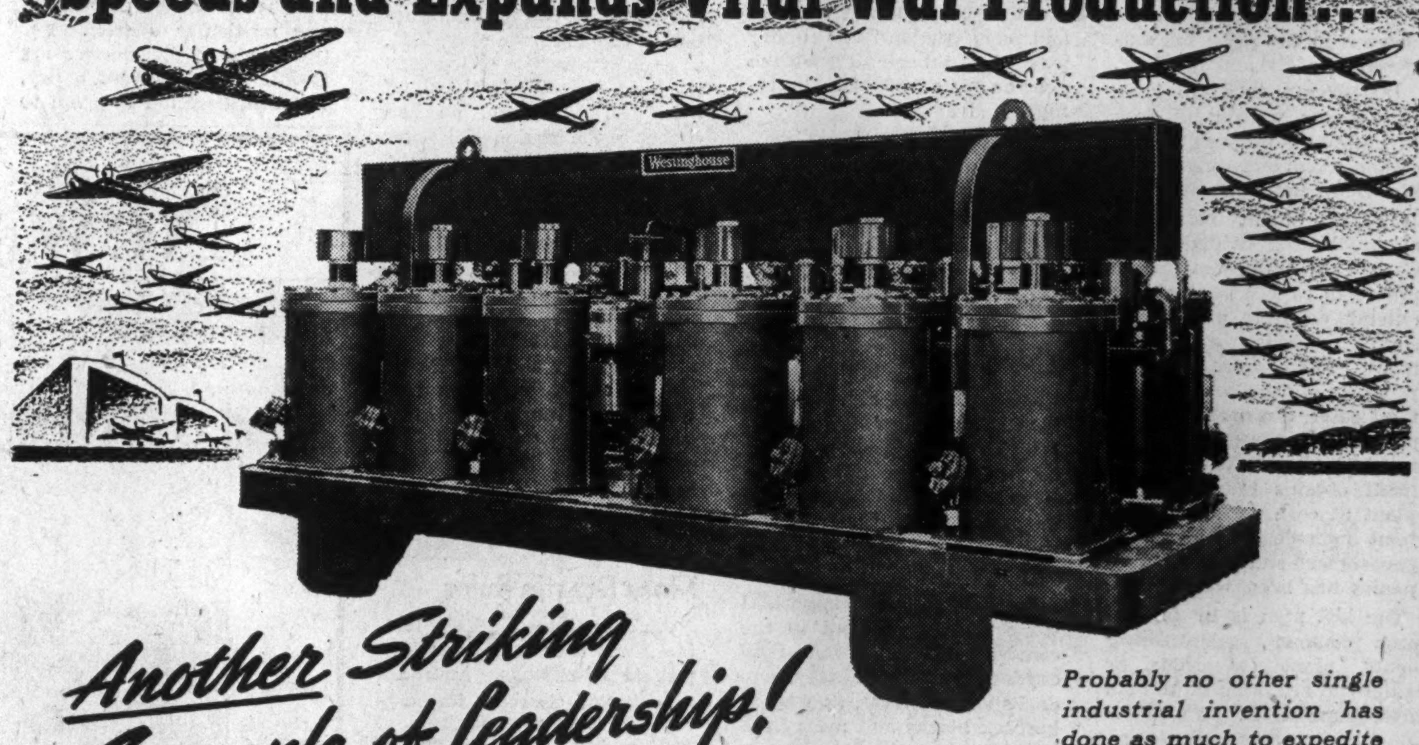


A typical Stelco Product

From the fiery heart of Canada's largest Blast Furnace pours the molten Pig Iron that goes into the making of Stelco Steel. Steel that serves Canada's industries in their all-out war effort. Thousands of tons of Stelco Heavy Plates are being transformed in Canadian shipyards into the corvettes and cargo vessels which are helping to keep open the life-lines of the Empire.

THE STEEL COMPANY OF CANADA, LIMITED
HAMILTON - EXECUTIVE OFFICES - MONTREAL
SALES OFFICES: HALIFAX, ST. JOHN, QUEBEC, MONTREAL, OTTAWA, TORONTO, HAMILTON, LONDON,
WINDSOR, WINNIPEG, VANCOUVER
WORKS: HAMILTON, MONTREAL, TORONTO, BRANTFORD, LONDON, GANANOQUE

PEACETIME PIONEERING by Westinghouse Speeds and Expands Vital War Production...



Another Striking Example of Leadership!

Probably no other single industrial invention has done as much to expedite the expansion of vital war metals as the Ignitron.

THE IGNITRON, an EXCLUSIVE WESTINGHOUSE DEVELOPMENT, is one of the most important results of research work by Dr. Slepian, of the Westinghouse research laboratories, into the nature and characteristics of the Alternating Current Arc.

Today more than 1,000,000 KW of Ignitron Rectifier capacity has been placed in service converting alternating current to direct current, mainly in production of vital Aluminum and Magnesium, and this capacity is being rapidly expanded. This device also has an extremely wide field of Railway and general Industrial applications.

CANADIAN WESTINGHOUSE COMPANY LIMITED
Head Office • HAMILTON, ONTARIO

Westinghouse

Sales Engineering Offices:
VANCOUVER, TRAIL, CALGARY, EDMONTON, REGINA, SASKATOON
WINNIPEG, FORT WILLIAM, TORONTO, SWASTIKA (Northern Ontario)
LONDON, MONTREAL, OTTAWA, QUEBEC, HALIFAX

Service and Repair Shops:
VANCOUVER, CALGARY, REGINA, WINNIPEG
TORONTO, SWASTIKA (Northern Ontario)
MONTREAL

Construction Industry Proves Strength in Wartime

Vast Projects Done With Speed to Let War Effort Get Under Way

War found the Canadian construction industry ready and able to take care of the burden suddenly thrust upon it.

For years starved for business the situation changed promptly. It became a question of how fast could the contracts be completed.

The reason for this is not hard to find. Never before had Canada made hundreds of the items of war equipment which this country was now called upon to turn out in increasing quantities. It had few plants able to turn out the goods at once and even these were far too small in most cases.

The situation developed relatively slowly at first. At the end of March, 1940, the Canadian and British governments had assumed capital commitments of only $30 millions for plant expansion. By mid-1940 these commitments for the creation of productive facilities owned by the Crown increased to some $110 millions.

Since then the growth has been progressive and rapid; how rapid, the following tabulation makes clear. It shows approximate figures of capital commitments by quarters for plant expansion by the Canadian and British governments through the Department of Munitions and Supply, since the beginning of 1940.

Cumulative New Plant Commitments

Quarter ended:	$000,000
March 31, 1940	30
June 30, 1940	110
Sept. 30, 1940	235
Dec. 31, 1940	307
March 31, 1941	383
June 30, 1941	511
Sept. 30, 1941	550
Dec. 31, 1941	600

This list includes work done for the United Kingdom, as well as for Canada. The exact division has not yet been calculated but approximately one third of the programme is British, one third Canadian and the other third on joint account.

90% Completed

Canadian contractors and builders were able to carry out their job nobly. At the first of the year out of total commitments to date of $600 millions, about 90% had been spent and plants were in operation.

Three general methods have been followed in Canada to provide additional plant facilities:

(1) Private interests have financed their own plant extensions with or without allowance in the price for amortization of the new facilities.

(2) Private interests have built plants, writing off such expenditures through depreciation, aided by rulings of the War Depreciation Board.

(3) Government funds—either United Kingdom or Canada or both—have been provided to erect plants or extend existing plants and supply machinery and equipment. These plants are the property of the Crown and, in most cases, are operated with private interests on a management fee basis. The government obtains output of the plant at cost. In some cases joint managerial control by government and private companies has been worked out.

The last plan is by far the most common, where new plants, plant extensions or equipment are required to turn out war materials.

Two Busy Years

Throughout 1940 and 1941 the construction industry in Canada was one of the busiest in the country. It constructed some 250 factory developments, scores of which were entirely new plants and some of them containing as many as 40 buildings.

Construction contracts totalling $146 millions were awarded for work for the army, navy and air force, and the Air Training Plan, as well as for harbor work, extensions or additions to aircraft manufacturing plants and other purposes.

A total of 108 new airports have been built and 31 more were under construction at the end of 1941. Airports, including buildings, etc., involve an expenditure of about $180 millions. More than 100 of these airports have been equipped for night flying.

Chemical engineering has made a great contribution to Canadian industry in the case of paints and varnishes, which are made in 78 Canadian plants. These plants have 3,000 employees. Here you see pigment and oils pouring from the rollers of a grinding machine at a plant of Canadian Industries, Limited.

The work has been done, not only in settled areas, but also in places far from ordinary habitation. In Newfoundland, Labrador and in British Columbia construction for the armed forces is still going on and airports are being built. Nearly 5,000 houses of various types are to be built for war workers and construction was under way at the beginning of the year on some 3,000 such buildings.

Government Board

The former Defense Purchasing Board created as one of its four chief departments, the Construction Division. This Division took over from the Department of National Defense all construction work in progress at that time. The Construction branch did work for the R. C. A. F. and the Joint Air Training Plan. Work was done for the army, including extensions and new buildings at Dominion arsenals, coast defense batteries, and various buildings, such as garage and mess halls.

For Naval Services important work was carried out in the construction of a semi-tidal drydock, a marine railway, drydocks and wharves, as well as barrack blocks and mess halls in connection with naval training centres. This division also constructed some new plants and added to existing plants to make aircraft and produce materials required in the war effort.

Like other branches of industry this construction industry has come under direct government control. To conserve materials, machinery and man power, building construction and installations were placed under control on May 16, 1941, under P. C. 3481. This original order has been amended several times. On May 21 the Minister of Munitions and Supply was authorized to amend the amount of construction permissible. On June 17 last year an order exempted from license churches, public hospitals, educational institutions and projects financed or controlled by any province. This latter exemption lasted until February of this year.

In Sept., 1941, C. Blake Jackson was named controller of construction and became a member of the Wartime Industries Control Board, of which R. C. Berkinshaw is chairman. Mr. Jackson had been administering control of civilian construction in Canada since May, 1941, as deputy priorities officer and assistant director-general of priorities. As such, he had charge of the issuing of licenses for the construction, repair and equipping of new buildings.

Licenses were required for extensions or repairs which exceeded $2,500 in cost, for the installation of equipment exceeding $5,000, and for new buildings exceeding in cost $10,000, so long as such building was not an extension to a present plant or building. Buildings and machinery for use in primary industries, such as farming, logging, mining and fishing, were exempt from license.

More Drastic Rules

An order issued in Feb., 1942, took away the exemption which private dwellings, hospitals, schools and churches formerly enjoyed from the requirement of licensing. This new Order-in-Council also required that anyone now constructing a building, remodelling or making repairs to a building, or installing equipment, or anyone contemplating such a project, must obtain a license from the controller if the over-all cost of the work exceeds $5,000. This order also provides that a license must be obtained for the installation of new machinery in a plant or factory if the cost of this machinery, including installation charges, is to exceed $5,000. The former regulations exempting primary industries was ended.

This Order extended substantially the control previously in effect. Instead of exempting new construction costing up to $10,000, the limit was reduced to $5,000. It brought under control private dwellings, churches, hospitals, and municipal and other public buildings, except those owned or financed by the Dominion Government.

Saving Scarce Materials

These increasingly stringent regulations are primarily due to material shortages and desire on the part of the government that scarce materials and skilled labor should not be used for projects that can be postponed until after the war.

Construction of industrial plants in particular uses large quantities of such materials as steel. Steel is one of our most scarce commodities, and also one of our most important. There is a steel controller, also a member of the Wartime Industries Control Board, who has charge of this material, also widely used in construction. The timber controller allocates and directs the use of timber.

Speaking recently before the Toronto branch of the Canadian Construction Association, Mr. Jackson stated his policy in controlling civilian construction, although stressing that this was changing from time to time to suit prevailing conditions. He said in part as follows:

Statement of Policy

"I would point out, however, that it is not our desire to operate the control in such a manner as to curtail unduly or unreasonably such an important industry as the construction industry, nor to contribute unnecessarily to the unemployment problem in any particular district. For this reason, while endeavoring to follow a consistent policy, full consideration is given to local and area conditions.

"I want you to appreciate fully, however, that it is becoming increasingly difficult to maintain any flow of civilian construction, particularly when it involves the use of materials critically needed in direct war work.

"Therefore, before starting any kind of construction work at the present time, you should give full consideration to the possibility of serious delays being encountered due to inability to obtain certain essential materials."

Price Controls

The building industry is subject to control of prices, with this control vested in the controller of construction. Up to the time of the institution of price control last fall, building contracts were hardly assigned before price increases were announced and "we would be fortunate indeed if that narrow margin of profit had not entirely disappeared before we were well above the ground."

Mr. Jackson's office does not control all the materials entering into construction of buildings, as several of these are under the jurisdiction of other controllers, such as steel, metals, or lumber.

Separate administrators have also been appointed for the plumbing, heating, electrical and hardware trades.

Price control of construction products therefore includes such materials as clay products, brick, tile, cement, stone, lime and other plastering products, sand, granite, marble, slate and similar materials.

As in other price control moves, the base period is the September 15 to October 11 period. Producers of these materials are asked to place on file their "ceiling" prices under this base period.

Hunt New Materials

War has brought many changes to the construction industry. Many of the materials which it formerly used freely are no longer available. One of the earliest orders of the steel controller was to cut the number of structural steel shapes to approximately 70 from several times that number.

Canada used to import substantial amounts of glass from Europe and from the United States. Since early in the war, no glass has come in from foreign sources. Marble was another building material extensively used which came largely from abroad.

Most of the staple building materials are produced in Canada, such as bricks, cement, lumber, steel, roofing and flooring materials, insulation, builders' hardware, paints and plumbing. In most of these, increasingly severe shortages are in effect and in some of them wartime restrictions have curtailed their use sharply or entirely.

There is no more aluminum paint, for example, formerly widely used in preserving steel work.

Substitutes Used

One effect of this has been to stimulate research into the use of substitute materials. Foreign woods are no longer used. Imported plywoods are no longer available and even the domestically manufactured product is now subject to restriction.

Canada has plenty of timber for building but the demand has been so great as to make necessary the appointment of a timber controller and the use of drastic steps to ensure an adequate supply for essential needs.

Fortunately much of the war construction, even in industrial plants, has been of a temporary nature, which permits the wide use of wood. Some large factory buildings are even made of wood frames, where formerly steel construction would have been used.

Sometimes this has permitted unusual speed in construction. For example, only 30 days from the time the building was ordered and designed, until its completion, is the record for a hangar and workshop near Montreal, 51 by 240 feet, and of wood truss design.

Munitions Work Requires Some 25,000 Gauges

Some 85 Canadian machine shops are now engaged in manufacturing the 25,000 types of gauges required in Canada for the production of the munitions used in modern mechanized warfare. Expanded from a group of five shops in 1939, this essential industry is expected this year to double the number of basic items being produced.

Used in manufacturing or interchecking parts of machines, guns, or ammunition, gauges are made of aluminum, and bronze, the only type employed in explosives and filling plants, and steel. Two types of gauges are made, one for the manufacturer and the other for government inspectors.

Since the beginning of the war, the Department stated, orders have been placed for 155,000 gauges representing an expenditure of more than $4,500,000.

When You Think of Metal Windows—Think of

Casewin

"Where Experience Counts"

CASEWIN COMPANY Limited

48 Abell St. TORONTO Phone KE. 5433

Our Window Specialists Are Always at Your Service

Standard Factory Buildings

THE KEY TO ECONOMICAL OPERATION

Your building should be constructed to facilitate your plant processes.

Our standard building is adaptable to varying needs, which together with our personalized Engineering services, enables us to offer modern improvements with more space for your dollar.

SEE OUR ILLUSTRATIONS

R. J. HIBBS CONSTRUCTION LIMITED

15 TRENT AVENUE TORONTO, ONTARIO

CANADIAN CAR AND FOUNDRY CO., LTD.

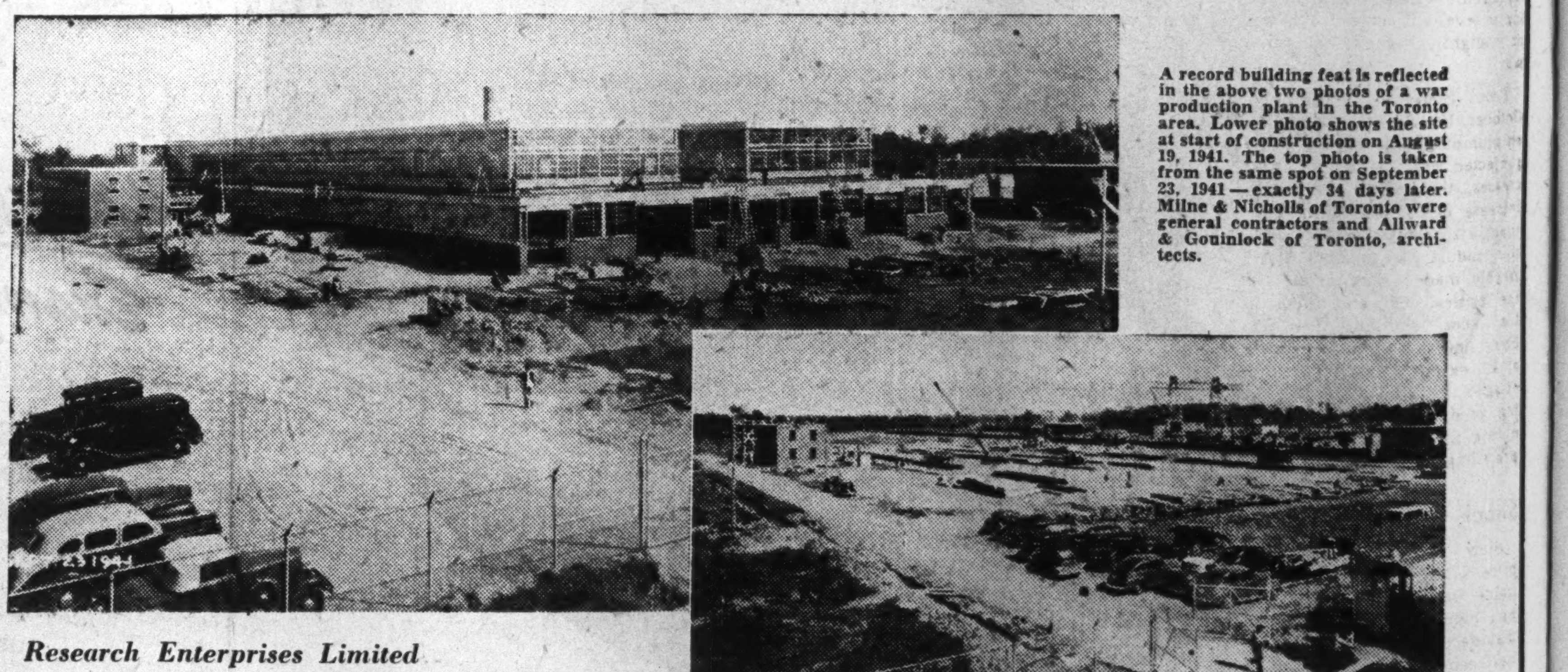
TODAY—Over 90% engaged in War Production
TOMORROW—Fully equipped to supply industry with

CANCAR

RAILWAY ROLLING STOCK—MILD AND ALLOY STEEL CASTINGS—RAILWAY SPECIALTIES—MALLEABLE IRON CASTINGS—STEAM AND ELECTRIC RAILWAY TRACK LAYOUTS—MINING EQUIPMENT—ROLLED STEEL PRODUCTS—GREY IRON CASTINGS

General Offices: 621 Craig St. West, Montreal

New Industries Develop Under Stimulus of War . . .



A record building feat is reflected in the above two photos of a war production plant in the Toronto area. Lower photo shows the site at start of construction on August 19, 1941. The top photo is taken from the same spot on September 23, 1941—exactly 34 days later. Milne & Nicholls of Toronto were general contractors and Allward & Gouinlock of Toronto, architects.

Research Enterprises Limited
Leaside, Toronto, Ontario.

It Is A Privilege To Serve—

We are proud of the fact, that when the call came for an all out effort on speedy construction of Canada's wartime industrial plants, our organization was able to do its part in meeting this emergency.

MILNE & NICHOLLS Limited

57 BLOOR ST. WEST TORONTO, ONTARIO

How Plumbing, Heating Industry Met War Need

Cut Costs, Reduce Varieties in Drive For Wartime Efficiency

By E. R. GAULEY
Editor, Sanitary Engineer Co-ordinator of Plumbing and Heating for Wartime Housing Ltd.

When Ottawa clamped the cover on prices last fall no immediate problem was created for the plumbing and heating industry, although its leaders recognized the shape of things to come.

At that time, shortages of materials had not become serious enough to create frenzied bidding. Raw materials and labor had increased in cost since war's outbreak; selling prices of some lines had been slightly upped during the first nine months of 1941. These included, for example, plumbing brass goods, cast iron soil pipe, heating boilers and radiators and toilet seats.

Manufacturers of all staple lines had been extremely busy producing for war buildings such as camps, airports, workers' housing. This high volume activity had taken up much of the fixed overhead slack, tending to level out costs at a point only slightly higher than prewar.

From September, 1939, to October, 1941, consumer prices on plumbing and heating were subjected only to modest increases, the over-all average increase being something less than 10% despite the fact that this industry's products are largely made of materials on the "critical" list, and much of the labor is highly skilled. Some lines were not increased at all, except for reimposition of sales tax from which building products were exempted during the years immediately preceding 1941.

Shock Cushioned

Since inauguration of the price ceiling, part of the inevitable "squeeze" has been felt by plumbing and heating manufacturers, but the shock has been cushioned by continued high volume activity. To meet the tighter squeeze that is coming, recently arranged plans for cost reductions are being swiftly whipped into shape. Most lines are being simplified, standardized, stripped of frills.

The threefold object of present moves is:

to assure basic equipment to meet all essential needs of government and civilian construction and maintenance,

at the same time release largest possible quantities of critical materials,

keep costs at a minimum.

Many patterns and types of products are being discontinued for the duration. Enamelled iron bathtubs, sinks, lavatory basins, laundry tubs; china closet bowls and tanks, urinals and basins, are being standardized to relatively few staple lines. "Luxury" patterns are out until after the war.

Fewer Varieties

Heating boilers, tank heaters and similar equipment units are available in reduced variety as to sizes and types. Cast iron free standing radiators which were formerly supplied in a wide range of heights have been reduced to only five, and huge quantities of metal have been released by discontinuing the building of such radiators with odd numbers of sections.

A large simplification programme in the manufacture of cast iron and malleable pipe fittings is being worked out in Canada, following the lead of manufacturers in the United States, who laid aside more than 5,000 patterns of the 8,000 formerly available.

Plumbing brass goods such as showers, faucets for sinks, baths and lavatory basins are being restricted to staple lines. Many "art" and "modernistic" lines have been dropped for the present. Valves for all purposes have been brought within the essential range.

Arguments Disappear

There is some talk of using smaller cast iron soil pipe for stacks and wastes. Some municipal by-laws now call for 4 in. minimum, others permit 3 in. The difference in amount of iron, taken over a community, is considerable. Peacetime differences between schools of thought championing one minimum or the other are gradually disappearing beneath the weight of wartime necessity; rulings of plumbing inspection departments can yet become less arbitrary, more realistic, without sacrificing protection to public health.

Price ceilings are being strictly observed by the plumbing and heating industry. Only a few complaints have been heard within the past few months, and a certain number might be considered inevitable in an industry which uses thousands of types and sizes of products and materials. Such complaints, usually based on misunderstandings, have been tracked down and settled with dispatch. The industry has voluntarily imposed upon itself an efficient policing system in which the work of the Canadian Institute of Plumbing and Heating, a trade association comprising possibly 90% of the industry's manufacturers and wholesalers, has been invaluable.

Distribution of plumbing and heating products in Canada is handled by about 100 wholesale companies and branches located in all principal communities. These wholesalers have taken many steps to reduce their costs to a wartime economy.

The gasoline and rubber situation has afforded a first-rate "casus belli" for war on certain trade abuses that have grown in the name of competitive service.

In very few industries have the distributors to any greater extent placed themselves at the mercy of their trade customers during normal times. Plumbers could, and did, order their wholesalers to make as many as five deliveries to the same job in a single day. Sometimes this involved sending a large truck across a big city to deliver a bag of fittings weighing less than 100 pounds. These and numerous costly "service" practices are now being brought within saner boundaries.

Standardization of lines will also have a beneficial effect upon wholesalers' costs. Less money will be tied up in stock.

Wage-peg Helped

Wage-pegging rendered important service to the master plumbers and steamfitters who form the retail end of the business. By the time this ruling was issued, hundreds of trained journeymen mechanics and apprentices had enlisted, hundreds more had gone into plumbing and fitting work for war buildings, others had entered munitions factories and shipyards. The skilled labor situation was on the way to becoming serious, a matter of some concern because of the plumber's importance in maintaining systems in Canada's homes and buildings. Health and morale of service forces and civilians alike are influenced by his work.

Canada's master plumbers have met the wartime situation efficiently to date. In addition to maintaining services under increasing difficulties, their skill and experience has been used by various government departments not only for installation work but also for consultation in the design of safe, economical systems. Their advice has made available large savings to government purchasing departments, and in some centres they have offered the loan of equipment and tools to save purchase of special necessities for wartime construction.

In certain districts plumbers have collected, by organized group enterprise, hundreds of tons of valuable salvage materials.

Opportunity Wide

While in normal times the plumber is sometimes made the butt of alleged witticism, the way he is meeting his wartime obligations commands respect of the public and leaves no shade of doubt as to his loyalty.

This is notably evidenced in the way the price ceiling legislation is being observed, for it is obvious that plumbers who wished to violate the ruling would have greater opportunities than most retail trades. A pound of tea, for example, is a package at a known price.

A bathtub, on the other hand, has a known price for the tub itself but it has no utility until installed. Since the materials and labor required to install the tub vary considerably from job to job, sometimes as much as 25% or more, it is clear that consumer policing is less possible than with over-the-counter retail business.

Some idea of the plumbing and heating industry's work since war outbreak may be gained by the following figures.

In the Empire Air Training Scheme alone, to say nothing of all the other army and navy camps, barracks, government buildings, war worker homes and manning pools, approximately 6,000 heating boilers have been installed together with more than 150,000 radiators totalling several million feet of radiating surface; nearly 15,000 unit heaters, and hundreds of warm air furnaces with ducts, fans, controls and auxiliary equipment. An estimate of the many thousands of plumbing fixtures, and the hundreds of miles of pipe, would reach staggering proportions.

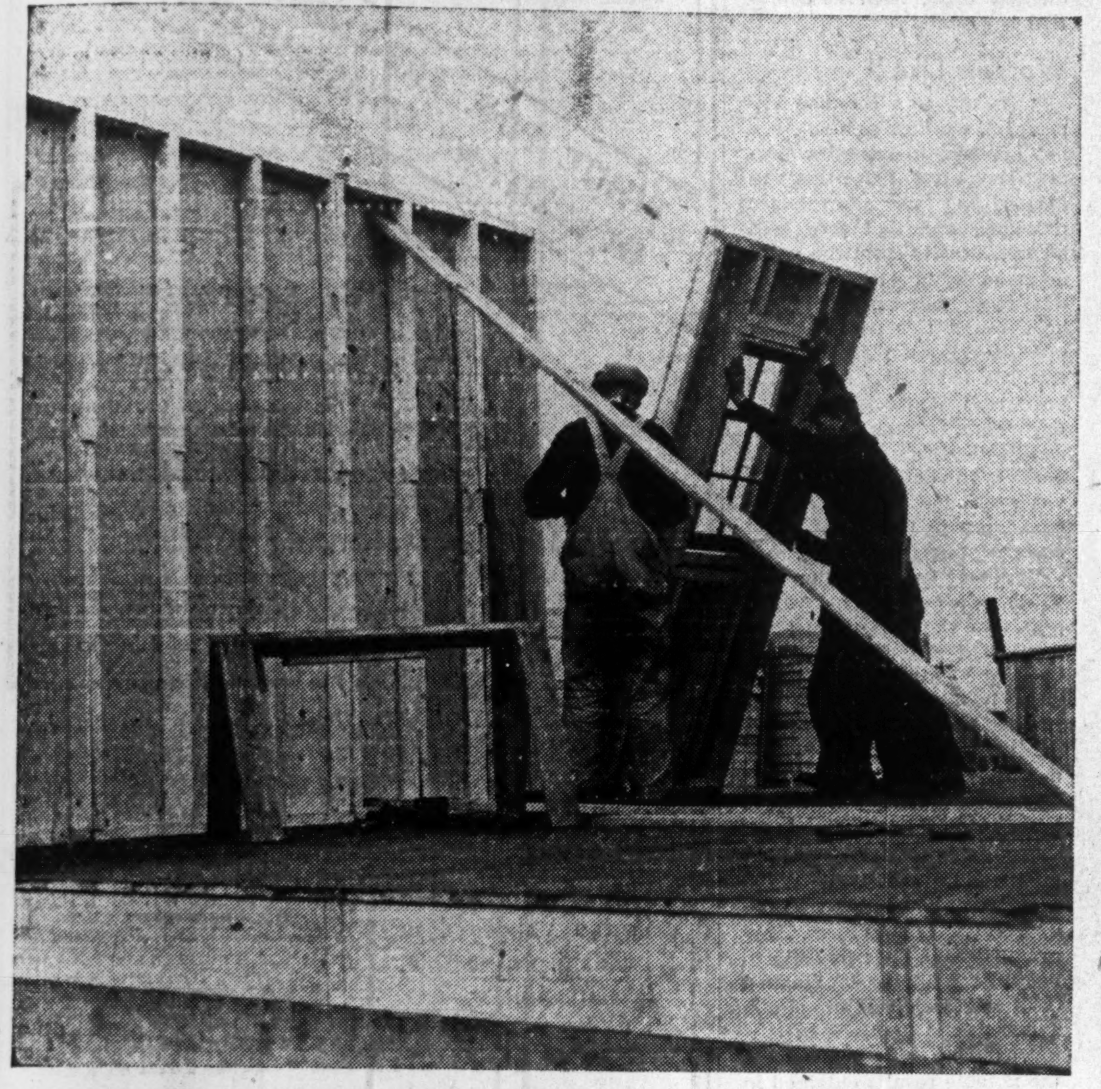
Vast Supplies

Plumbing and heating supplies installed last year between June and December for the staff houses, communal centres, dining halls, manning pools and homes built by Wartime Housing Limited included nearly 7,000 enamelled iron basins, 6,000 sinks, 6,000 baths, 6,500 toilets, plus some hundreds of showers, urinals and other fixtures.

Home construction in 1941, including homes financed by private capital, the government-backed National Housing Administration plan, and those built by Wartime Housing Ltd., totalled 29,500 dwelling units. This is a peak for any year in at least the last quarter century, and compares with 21,000 in 1940. For the current year it is estimated that totals may be from 33 1/3% to 50% lower than last year, representing a large drop in civilian construction, since Wartime Housing Limited is proceeding with a programme that will equal or possibly exceed last year's total.

A great deal of alteration and modernization work has been done since commencement of the war, and in defense areas this has had an ameliorating effect upon the acute housing situation. Volume of repair and maintenance work throughout the country has also been maintained.

In future months, as the volume of plumbing and heating work decreases, due to curtailed civilian construction and completion of many government contracts, repair and maintenance work will assume a more important role in the industry's activities. Manufacturers, wholesalers and master plumbers are now giving thought to problems that must be faced within the next few months when increased costs of decreased volume shall have made themselves felt, with no possibility of partial relief by enhancement of prices.



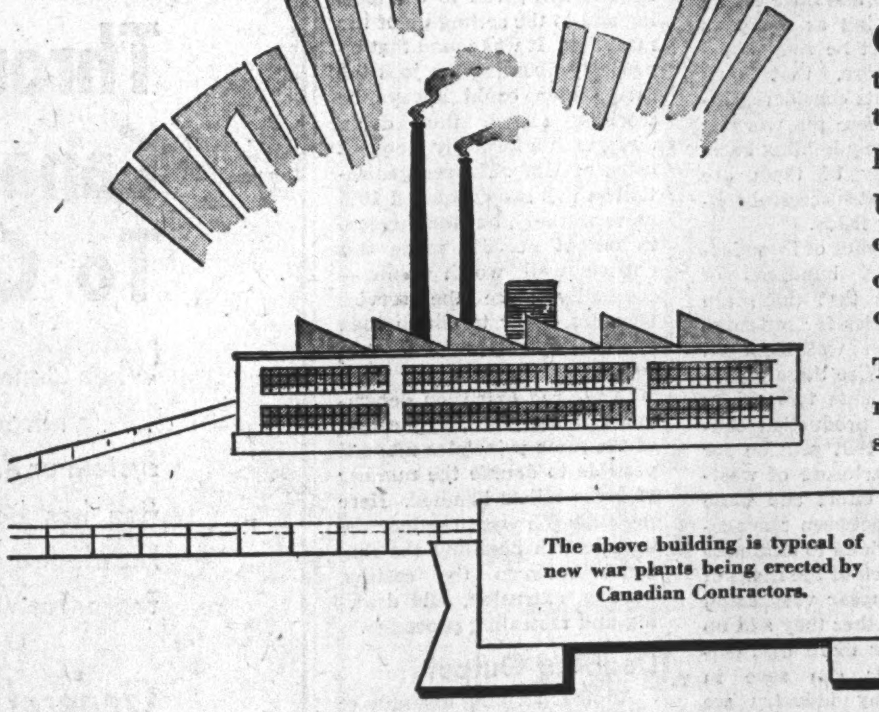
"Demountable housing" is the way they describe the bungalows which are being put up in many places across Canada by Wartime Housing, Limited, a government-owned company. The bungalows are built where they are urgently needed to house workers in war plants, and they are so designed that they can be "liquidated" and moved away when no longer required. Each is composed of 90 sections, or panels, of a uniform width of four feet. Four men can bolt the prefabricated sections together in four hours. Thousands of these houses have been built already, and no end to the programme is in sight.

BUILDING FOR CANADA AT WAR

THE SKILLED MECHANIC

● Typical of the skill and craftsmanship of Canadian workers are the daily activities of the Skilled Mechanic engaged by the thousands in the building trade today.

WORKERS AND CONTRACTORS *toil* WITHOUT CEASING ON VAST WAR CONSTRUCTION PROGRAM



The above building is typical of new war plants being erected by Canadian Contractors.

● WITH THE CRY OF "production—more production" echoing throughout the land, Canadian general contractors and their thousands of skilled artisans and workers are laboring at a high-pressure tempo never before approached in the industry.

Urged by the vital needs of defence industries, inspired by the distant goal of Victory and freedom, this business of construction does not cease night or day. Every man—engineer, executive, craftsman and laborer, gives of his best and utmost.

They seek no credit or honor for these activities. Realizing that no sacrifice on the home front can compare with that of the gallant spirits on active service, the challenge of the construction industry is: "Show us our job and we shall do it well".

Army training centres, runways, hangars and barracks for air training, great dockage enterprises and war production plants all across the Dominion, forcefully illustrate the scope of work being done.

Published in the interests of the Canadian Construction Industry by the following companies:

ANGLIN NORCROSS CORPORATION, LIMITED	MONTREAL AND TORONTO
E. G. M. CAPE AND COMPANY	MONTREAL
CARTER-HALLS-ALDINGER CO., LIMITED	TORONTO
FOUNDATION CO. OF CANADA, LIMITED	TORONTO AND MONTREAL
THE FRID CONSTRUCTION CO., LIMITED	HAMILTON
MILNE & NICHOLLS LTD.	TORONTO
McNAMARA CONSTRUCTION CO., LIMITED	TORONTO
RUSSELL CONSTRUCTION CO., LIMITED	TORONTO
R. TIMMS CONSTRUCTION CO., LIMITED	WELLAND
YATES CONSTRUCTION CO., LIMITED	HAMILTON

Cutting Waste— The New Production Front

Bedaux Vice-President Outlines Progress of The Drive for Efficiency in War Plants

With Canada's war machinery now built up to a lusty maturity, the big problem now facing industry is how to get more out of existing capacity—no longer how to build up capacity.

Inevitably the burden of getting the extra production so vitally needed is falling on the shoulders of management. For the bulk of industrial plants, the simple solution to production problems, adding equipment, increasing working staff, is out for the duration. Only feasible solution is in combing out waste of men and machines and materials, co-ordinating plant operations and ensuring that existing plant is used not to 50% or 75% of effective capacity, but to the full limit of its capabilities.

This challenge to management is the golden opportunity of the industrial engineer. Ally of labor and capital, the industrial engineer is only successful when he gets higher production from existing equipment, and is able to turn the fruits of the increased output into the pay envelopes of labor.

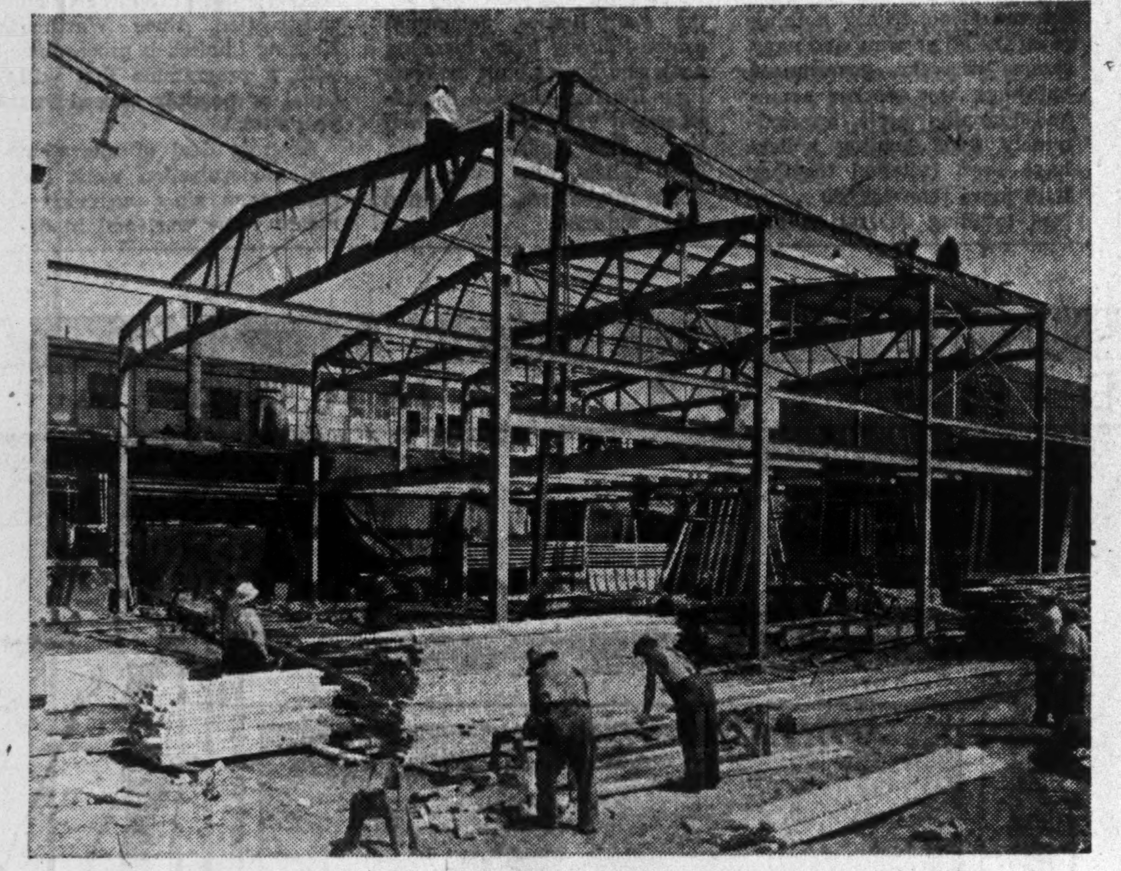
Some months ago, The Financial Post discussed the significance of this growing industry within industry, pointed to the fact that perhaps a majority of plants could add 25% to their output without spending an extra dollar for equipment, an extra cent of wages per unit of production.

Since then the well-known firm of Bedaux Co. has returned to the Canadian scene. To name the companies whose production systems are now being studied and improved by Bedaux Co. would reveal information valuable to the enemy. But it can be revealed that they have already completed work on a major bottleneck in a government-built munitions plant, are engaged on several others.

What's Par?

What Bedaux and other "professional managers" set out to do is to discover first the actual capacity of a plant, and what production constitutes a day's work at each of the jobs in the plant. Having arrived at a figure similar to "par" for a golf course, they instal the record systems which will allow management to tell at a glance the day-to-day score of their plant. In the process, the engineers will have discovered whether any division is out of balance with the rest of the plant, what bottlenecks exist in machine of man power. First aim of the engineer throughout the study and in the recommendations that spring from it is to obtain full co-operation of labor and management.

In an exclusive interview with The Financial Post, W. M. Fanning, vice-president of Bedaux Co., roughed out some of the features of the work currently being done by his company in Canada and the United States.



Canadian automobile companies are spending millions of dollars on plant extension, in order to be able to speed up delivery of mechanized army vehicles. Here is one of the new units General Motors of Canada is building. Canadian plants have not only supplied vehicles to the armed forces of the Dominion, but have sent tens of thousands to allied armies on the far-flung fighting fronts of the world.

Management the Key

"When workers in a factory see that the management is alert to every opportunity to cut out waste, they react accordingly," Mr. Fanning told The Post. "But when the supervision is slack and inefficient, the workers are the first to know it. Their attitude is then likely to be: 'What's the use? If the bosses don't seem to worry about it, why should we?'

"More than 20 years ago the Committee on the Elimination of Waste in Industry of the Federated American Engineering Societies found that about half the waste in industry could be chalked up directly against management. This finding is undoubtedly as true today as it was then. The war production effort of Canada and the United States could no doubt be speeded up considerably if top and line managers took this to heart."

During the past two years the Bedaux organization has supplied engineering services to approximately 150 American and Canadian industrial plants, many of them in war industries.

Asked whether he concurred with a statement in a Financial Post article to the effect that Canadian industrial production could be increased by 25% with the present productive facilities, Mr. Fanning answered:

10 to 50% Increase

"If conditions here are similar to those in the United States—and my studies so far indicate they are—I think the estimate of a potential increase in production of 25% is a conservative one. Our engineers have helped overhaul production methods in scores of plants in the past year. In practically every case, gains in productivity ranging from 10 to 50% were obtained from the existing equipment, with very little or no increase in the working force.

"These plants included small enterprises employing as few as 100 workers and huge enterprises employing as many as 15,000. It must be remembered, furthermore, that they were not plants considered inefficient or where the workers were consciously holding back. In fact, many of them are among the most successful concerns in their fields.

"The experience of these factories and of hundreds of others proves that there are big opportunities for improvement in even well-managed plants. To realize these potential improvements two things are essential: production control methods that provide for continuous disclosure of wasted time and effort and close co-operation between management and workers to eliminate the losses. Each of the items of waste may appear very small in itself. Together they add up to the 25% or more that efficient methods can save in practically any industry we know of. What this would mean in terms of guns, tanks, planes, ships, tons of steel and copper is easy to figure out."

Proof of the Pudding

Drawing from the record of recent operations of the Bedaux organization, Mr. Fanning cited a number of instances of important production gains resulting from better use of men and equipment.

In a large steel foundry making vital tank parts, production was brought from 300 tons to 1,000 tons a month within a period of a few months, while the number of man-hours per tons of castings was cut in half. Mr. Fanning emphasized that this gain was largely the result of improved organization and not of new equipment. After a study of the operations, it was found that the leaks were due primarily to defects in planning. Often the patterns were not ready when the job was due to start. The foundrymen cut their own rods for molds instead of having them supplied to them. There were delays in getting sand properly cut and in sufficient quantities. Slow crane service frequently held up production.

"Crane service is often a big stumbling block in factory operation," Mr. Fanning said. "In this case, we helped solve the problem by paying the crane operator the same bonus earned by the foundrymen whenever production reached the standard. This gave him a direct interest in cutting down delays."

Machines Gain 30%

Then there was the case of a brass factory in the middle west making small parts for planes and tanks. Here the output of automatic screw machines was raised from 72% of their rated capacity to about 93%—in other words, a gain of 30%. This was done principally by adding a number of service men whose job it is to see that brass rods of the proper size are ready when needed, to put the rods in the machines, take away the finished parts and weigh them, and to do other auxiliary tasks. At the same time, special attention was given to the tooling and to the setting up of the machines. It was found that by properly planning the jobs the set-up men could always be working ahead, thus doing away with a formerly frequent cause of delay. The reorganization in this shop required 10% more workers, but the increase in output of 30% made this change well worth while — especially since the service men are easier to obtain than skilled operators and less costly.

In the rod extrusion department of the plant, application of the same principles made it possible to double the number of brass billets handled. Here the main job was to reduce the time lost in handling the material between the casting, heating, extrusion, cold drawing and annealing processes.

Doubling Output

Another striking example of elimination of bottlenecks occurred in a large plant making ordnance. The crucial spot here was a huge 10,000-pound steam hammer which forges the ingots before they are worked in the various departments. At first the big ingots fed to the hammer (some of them weighing up to nine tons) were handled mainly by hand. To speed up the operation ingot-handling machinery was installed, somewhat like the charging equipment on an open-hearth furnace. This raised the number of ingots handled from 40 to 65 a day.

But that still was insufficient. Other departments were being held up by delays in receiving forged ingots.

"Obviously," Mr. Fanning said, "it would not have been feasible to go out and buy more equipment of this type. In the first place, the cost would have been great. But more important, it would have been impossible to get delivery on such massive, specialized machinery in anything less than a year. And since we were working on vital war production, such a delay would have been disastrous. So the only solution was to make a close study of every factor preventing the hammer from reaching full capacity. With the co-operation of the foreman and workers, we were able to accomplish this, making possible a rise from 65 ingots to 80 ingots a day. In this case, the combination of new auxiliary equipment and better organization practically doubled the efficiency of the "bottleneck" steam hammer. And this gain was reflected throughout the plant.

Controllable Waste

"We generally find that perhaps three fourths of the increase in productivity we obtain is due to the elimination of waste. The losses may sometimes be in the form of waiting around for tools or materials. Most industrial waste, however, is not so readily disclosed. It consists of many individual items of wasted time and effort due to poor planning and scheduling, unbalanced operations, faulty machinery, and non-productive work made necessary by improper conditions.

"Once these losses are revealed, it becomes a relatively simple job to take the necessary corrective measures. The difficulty usually is that the management is not aware of the leaks until a careful study at each operation brings them to light. Such an analysis, based on thorough time and motion studies, gives a comparison between what is actually being accomplished and what could be achieved under reasonably satisfactory conditions.

"Armed with this precise information, it is possible to approach the job of closing up the leaks in a businesslike manner. If the procedures are explained to the foremen and workers and they are given a direct interest in increasing production, there is every likelihood they will co-operate. To put the plant on a sound production basis, such co-operation is essential.

Workers Like It

"Contrary to a common impression, workers as a rule are not opposed to scientific production control. Once they are assured that their interests are protected and that they will benefit directly from the gains made, opposition to new methods ceases to be a problem. We have found this true both in union and non-union plants. In fact, we have long made it a practice, wherever possible, to use workers chosen by the men right in the shop to help make studies to determine proper work standards. This creates confidence in the fairness and accuracy of the standards.

"Another prerequisite for gaining the confidence of workers is to show them that increases in production will be brought about not because of more intensive effort but primarily because of better organization. In other words, management has to clean its house before it can expect labor to do its part."

The index of performance in maintenance and repair work, Mr. Fanning stated, is usually very low. In many cases, however, he said, it is possible to put this work on a planned basis and by doing so to obtain a substantial increase in output. As an example he cited the notable results obtained in reorganizing the repair operations in one of America's largest steel mills. The system of planning and scheduling orders was overhauled. Methods of supplying tools, materials and blueprints were improved. Standardized feeds and speeds were established on some of the jobs, though this is a procedure rarely followed in repair work. Extra pay was provided for performance coming up to the established standards.

As a result of these and other measures, productivity in the repair shops was increased by an average of 80%.

"The importance of this saving," Mr Fanning concluded, "is not so much in the actual dollars and cents economy on repair expense. Its real importance lies in the fact that it has greatly reduced the idle time of productive rolling mill equipment needing the parts under repair."

WHITE PINE PRE-EMINENT
IN MILITARY CONSTRUCTION

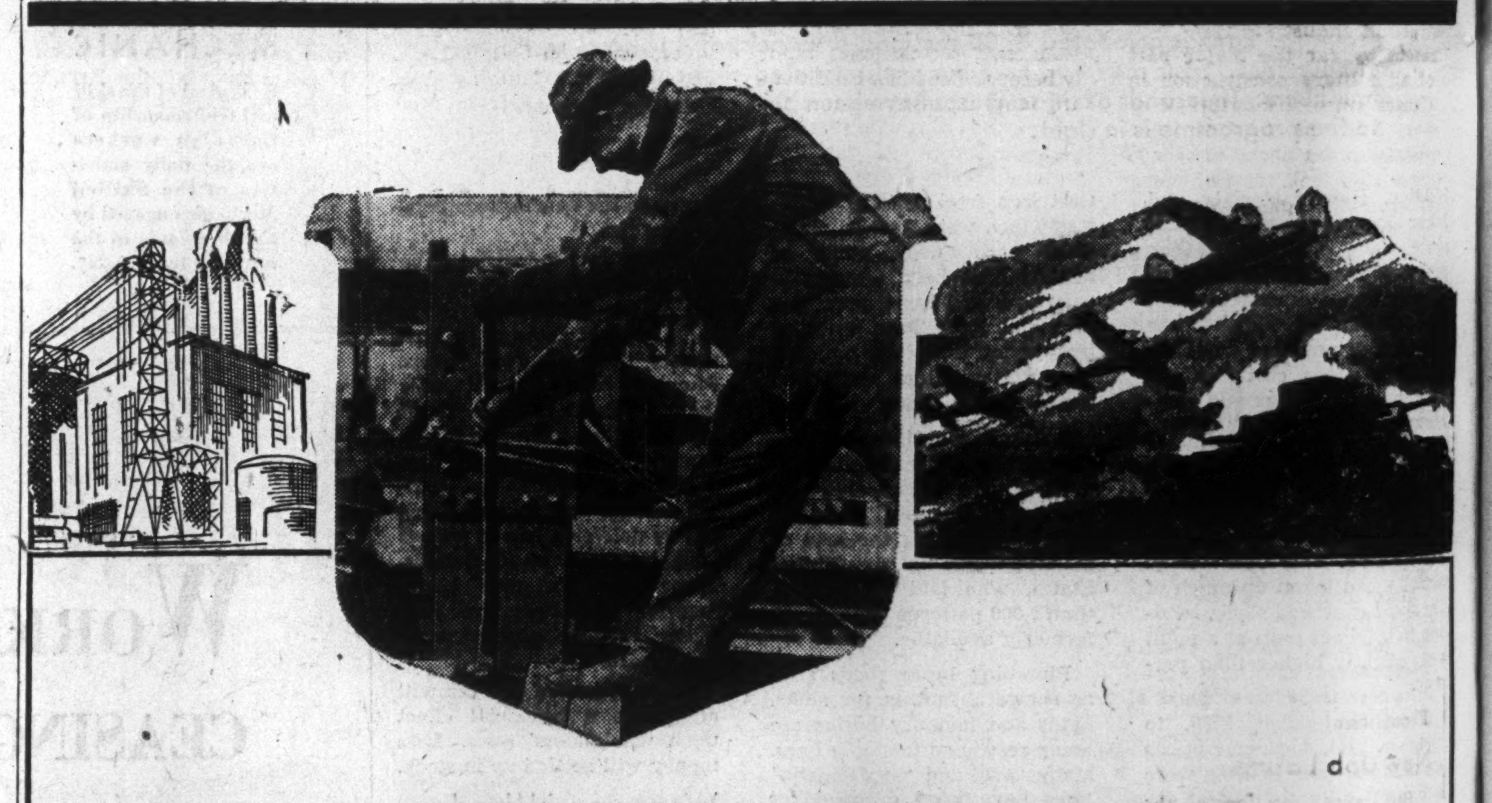
It was a British Prime Minister who in a previous struggle warned that a people lacking vision would perish. We can employ our men of vision no better than in providing suitable accommodation for the work and play of citizens on active service. The designers of military communities have the added responsibility, while avoiding extravagance, of giving these buildings the stamp of an order of society whose survival warrants any sacrifice.

White pine is the perfect structural wood, combining low shrinkage and great workability. Pre-eminent in peacetime construction it is now in the vanguard of Canada's urgent military building programme.

WHITE PINE BUREAU
VICTORIA BUILDING OTTAWA

BIRD CONSTRUCTION CO.
LIMITED
CONTRACTORS AND ENGINEERS
★ ★ ★ ★
WINNIPEG, MAN.
708 Confederation Life Bldg.
Regina Moose Jaw

H. G. MACDONALD
AND
COMPANY
●
ENGINEERS
and
GENERAL
CONTRACTORS
●
HEAD OFFICE
EDMONTON, ALBERTA



Through Speeding Vital Projects
Canada's War Effort is Geared
To Canada's Victory Needs

When Canada's War Effort has required a strip of pavement here . . . a nitrogen plant there . . . a hangar, a lecture hut, a sewage system or any one of countless other projects, and this organization has been detailed to the job, its experience, technical knowledge and equipment has assured that project becoming a factor for Victory in a minimum of time.

General Contracting in its Broadest Interpretation
in Western Canada

Bennett & White Construction
COMPANY LIMITED
EDMONTON, ALBERTA
James Richardson Bldg.
VANCOUVER, B.C.
Standard Bank Bldg.
ALSO AT TRAIL, B.C.
CALGARY, ALBERTA
Examiner Bldg.

Airport Construction—Canada's Top Flight Building Job

Strategic Coastal Airport Chains Mean Big New Job As War Emphasis Changes

Tremendous in the scope of work already carried out or projected, and of great strategic importance to defense of Canada and eventual United Nations' victory, is the huge airfield construction programme brought into existence by the British Commonwealth Air Training Plan and Canada's own R.C.A.F.

At least 125 new airports for the use of the R.C.A.F., the Air Training Plan, or R.A.F. schools in Canada, have been completed by Canada's construction industry. They represent by far the major part of all military construction in Canada since the outbreak of war. And the fact of their completion far ahead of schedule augurs well for the speed at which Canada is "building for victory."

As an indication of the huge work involved in air field construction, hangars on Canadian air fields would equal a single building 20 miles in length by 112 ft. wide. Runways of Canadian airports built in the past two years are the equivalent of 1,600 miles of 20-ft. wide hard-surfaced roadway, or enough "road" to stretch from Toronto to Halifax — and back again — as the crow flies.

More than 100 of these 125 odd airports have been equipped for night flying; power, telephone and lighting facilities have been installed at a cost of $5 millions.

New Job Looms

But great as have been achievements in air field construction the last two years, the job is not yet finished — there is still much work to be done.

Pearl Harbor brought a sharp upward revision in Canadian airfield plans. The number of "satellite airdromes" along both coasts is to be considerably increased in the interests of defense as distinct from air training. Defense airdromes were not ignored in early plans, but airport facilities in coastal regions are now to be greatly amplified.

Why has air training been concentrated so greatly in Canada? Many people have asked.

Air training airdromes exist from coast to coast today chiefly because Canadian conditions are ideal in many sectors for the laying out of airdromes, because Canada had the construction facilities to build the airdromes, and because Canada's skies are free of enemy planes. A matter of pride to the people who undertook construction of the required airdromes is that work on the last 'drome was completed Dec. 15—almost a half year ahead of schedule.

Air field construction costs form a large proportion of total construction costs of the Department of Munitions and Supply because "highway building" involved in air field construction is expensive business. The value of all military construction contracts to Mar. 23, 1942, was something over $200 millions including the building of training and instructional schools for the R.C.A.F.

Joint Air Training Plan construction work alone accounted for more than 75% of the dollar value of contracts awarded. Since the inception of the plan in July, 1939, 2,271 contracts have been awarded as follows:

	No. of Contracts	Cost in Millions
Air Force	1,733	$153
Army	358	32
Navy	150	17.5

In other words, Air Force construction was three times as great in dollar value as the combined totals for the army and navy.

In practice, construction of air fields comes under the Construction Branch of the Department of Munitions and Supply. The Construction Branch is responsible for both R.C.A.F. and Joint Air Training plan undertakings. Air field construction includes buildings, usually of wood, and the ground services for them. The schools constructed have been divided into the following types:

Elementary flying training, air observers, service flying training, bombing and gunnery, air navigation, initial training, reconnaissance, ground instructional schools and repair and wireless depots.

An airdrome construction job is something that requires great skill through a succession of stages. Selection of the site alone is a task of no small proportions. There is the question of soil and subsoil characteristics, drainage, proposed sewage disposal, location of crushed rock, gravel and sand supplies, electric, telephone, telegraph and transportation facilities—a multitude of other factors.

With time itself a crucial factor in the present struggle, completion of air fields far ahead of schedule has been of real military significance. Behind this completion lies the prosecution of work by both day and night for a period of two years. Huge machines for earth removal and grading have made their contribution. Workers have left the farm to drive the tractors on the air field.

An airdrome's cost varies with its size and the purpose for which it is intended. Some of the biggest may run up to $500,000.

A typical elementary flying training school needs a field with minimum dimensions of 2,500 ft. clear in all directions, with landing strips 750 ft. wide and 2,500 ft. long. Buildings will include a hangar 112 by 160 ft., quarters and messes for officers, N.C.O.'s and airmen, a hospital, garage, store buildings. A machine gun range is another adjunct.

An air observer's school must have landing strips at least 3,000 ft. long and 500 ft. wide. Buildings will include two large hangars, a photographic building and equipment, a 15-bed hospital.

Bombing and Gunnery

At bombing and gunnery schools, where all-over development is not economically practical, landing strips may run in the neighborhood of 3,000 ft. long and 750 ft. wide, with one hard surface runway 2,500 ft. long and 150 ft. wide considered satisfactory. Over 45 buildings will be required altogether—including six hangars, eight messes, three garages and a supply depot.

As would be expected, advance training schools have a variety of buildings representing a broad cross-section of the business of air training. The buildings are similar in extent to those of the bombing and gunnery institutions. Each field requires a minimum of three airdromes, comprising one main landing field and two relief fields. The main field has a landing strip 3,000 ft. long, 750 ft. wide with two hard-surface runways for each landing strip. The whole field is equipped for night flying. Requirements for one relief field are the same as for the main field except that only one landing strip is required. The other relief field has no landing strip and is not equipped for night flying.

Practical Experience

Practical experience has been a great teacher in the business of air field construction. It has been possible to introduce a certain amount of standardization with resulting savings. At flying training schools it has been found that better results can be obtained by concentrating all the major repair and servicing work in one hangar, using remaining hangars for plane storage. While hangars and buildings immediately adjoining are usually heated by a central steam heating plant, other buildings such as sleeping quarters, mess halls, etc., are usually heated by individual hot air furnaces operated by mechanical stokers.

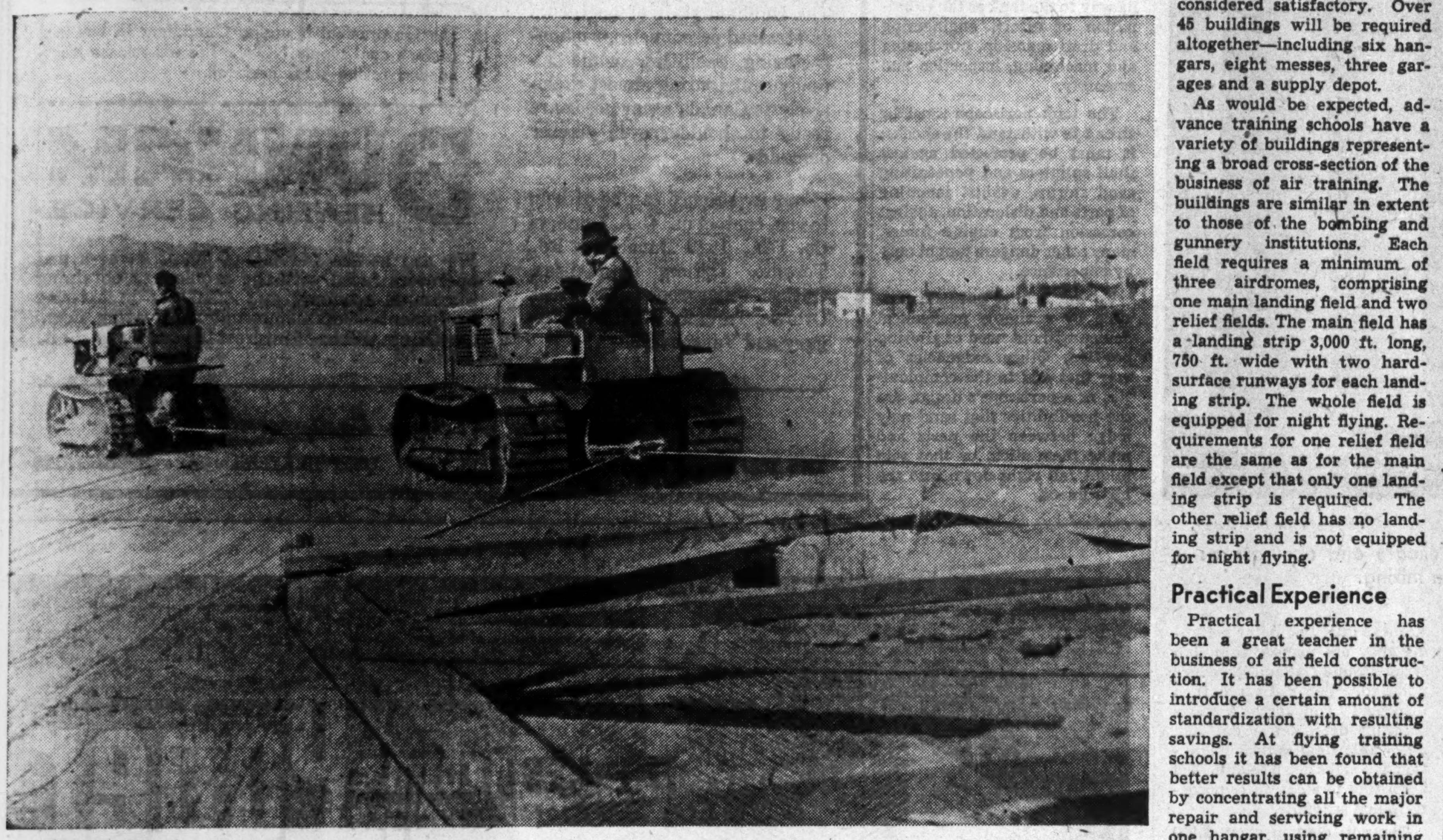
Particular types of air field schools have their own exacting requirements. For example, bombing and gunnery schools require plenty of space for practice ranges. Often the school has to be located near a lake where other essential services may not be available. This has on occasion meant considerable expenditure on water supply, electric power and other facilities. All sites require adequate road and transportation facilities. As many of the air training schools have been located at remote spots, transportation has sometimes been a very real problem indeed.

Training Fields

While the air training fields across Canada are primarily for training and not immediate defense or offense, they do play an important part in air strategy. With these fields, Canada can secure greater mobility of her fighter reserves. If some international development requires greater air strength on the west coast, airdromes across the country can be used to facilitate transfer of plane reserves with a maximum of speed.

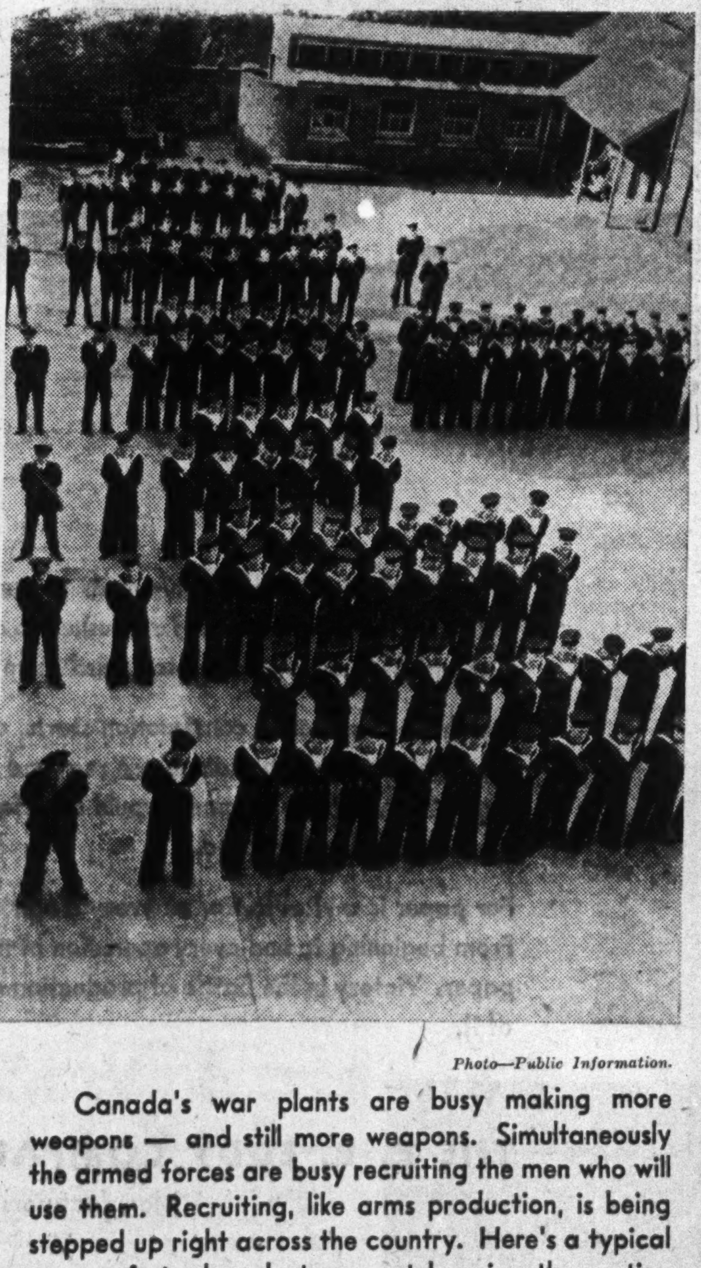
Construction of many defense 'dromes on Canada's east and west coasts will present new challenges to our construction facilities, but in view of past achievements, no one will doubt but what new challenges will be met. Rugged terrain will mean unusual excavation difficulties. Airdromes in outlying sectors will mean difficulties in transferring heavy airdrome construction equipment. Haulage of supplies will present problems. But no insurmountable difficulties will be met.

That further boosting of Canada's aerial ramparts is a big job cannot be doubted. Speaking in the House of Commons on March 25, Prime Minister Mackenzie King outlined projected expenditures of $315,000,000 on the air defense of Canada during the coming year, almost tripling last year's total of $115,000,000. The original estimates for 1942-43 had been fixed at $233,000,000.



Photo—Public Information.

It's dusty work, this, but highly important in view of the serious turn of events in the Far East. These construction men, with their powerful, tough tractors, are dragging levelling scrapers over one of the new landing fields on the air route to Alaska—an air route now vital in defense.

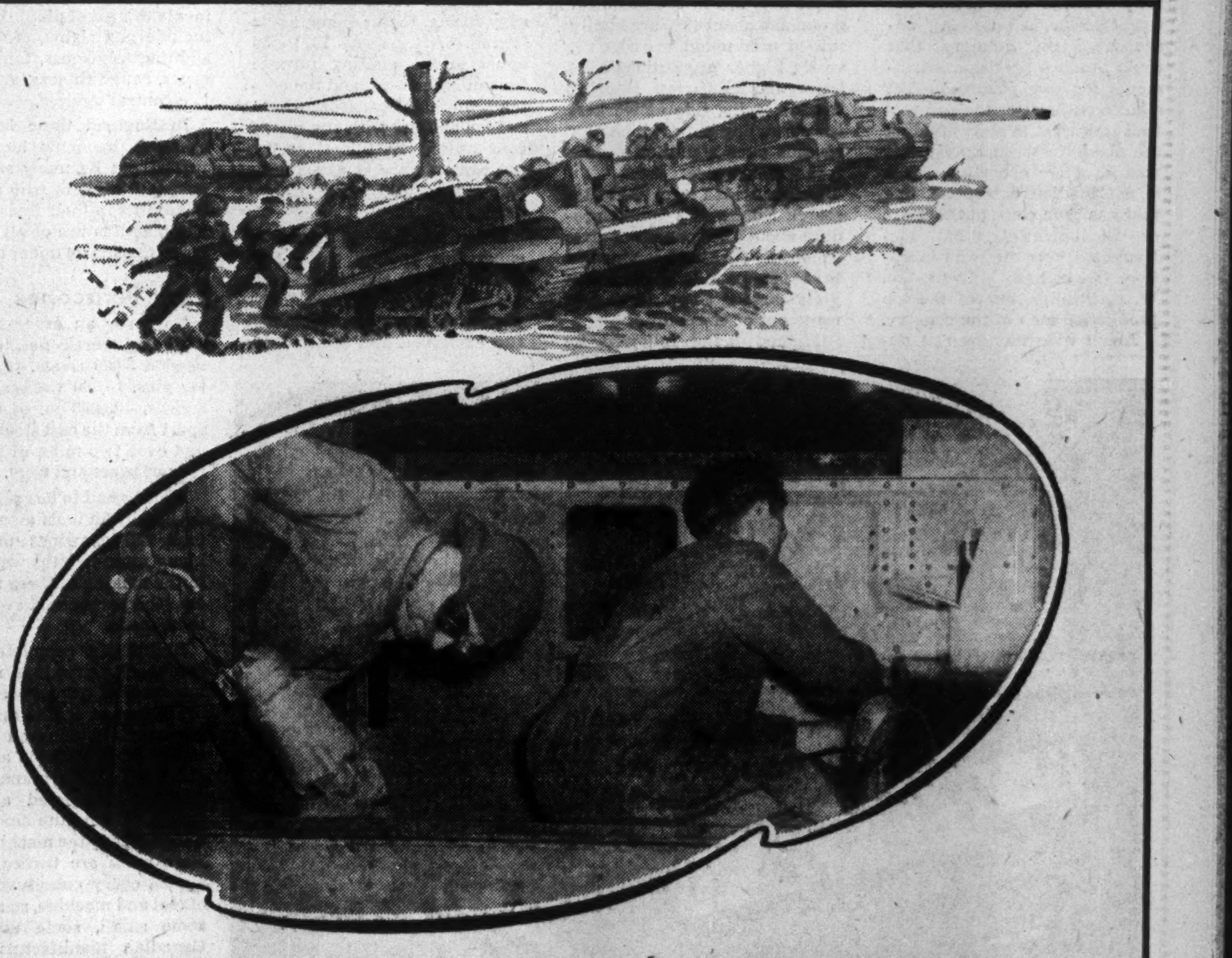


Photo—Public Information.

Canada's war plants are busy making more weapons — and still more weapons. Simultaneously the armed forces are busy recruiting the men who will use them. Recruiting, like arms production, is being stepped up right across the country. Here's a typical group of sturdy volunteers, out learning the routine of drill.

COLEMAN MACHINERY CO. Ltd.
101 Upper Water St. Halifax, N.S.
Selling Agents for
P. & H. Gas and Diesel Shovels
RANSOME Concrete Mixers
GARDNER-DENVER Compressors and Rock Drills
GORMAN-RUPP Pumps
CEDAR RAPIDS Portable Crushing Plants
Contractor's Woodworking and Machine Shop equipment
MACHINERY FOR RENTAL
REBUILT AND USED MACHINERY
Telephones B-7462 or B-8554

Fenestra
STEEL WINDOWS
MAXIMUM DAYLIGHT FOR EVERY TYPE OF INDUSTRIAL PLANT AND FACTORY
Valuable Information on Request
CANADIAN METAL WINDOW & STEEL PRODUCTS LIMITED
160 RIVER ST., TORONTO 185 VAN HORNE AVE., MONTREAL



EVERY RIVET a BULLET

Structural Steel for Buildings and Bridges
Transmission Towers
Floodlight Towers
Marine Engines
Electric Furnaces
Radio Masts
Railway Turntables
Platework, Riveted and Welded
Machinery for Movable Bridges
Welded Machinery Bases and Bedplates

The men of Canadian Bridge are justifiably proud of the bodies they are turning out for Canada's little giant battle taxis, known officially as Universal Carriers. Every rivet a bullet for Hitler — and every machine turned loose on the enemy another flaming tribute to Canada's fighting workers on the home front.

The CANADIAN BRIDGE COMPANY LIMITED

HOWARD DIRECT-FIRED HEATING
Gives Economical, Dependable Heating for
INDUSTRIAL PLANTS, HANGARS, GARAGES, ETC.
Large Capacity (500,000 to 2,500,000 B.T.U. Per Unit)

MONTREAL TRAMWAYS BUS GARAGE
A 1941 installation of Howard Direct-fired Heating Units
General Contractor: James Thom & Co., Limited.

A FEW RECENT INSTALLATIONS OF HOWARD HEATING

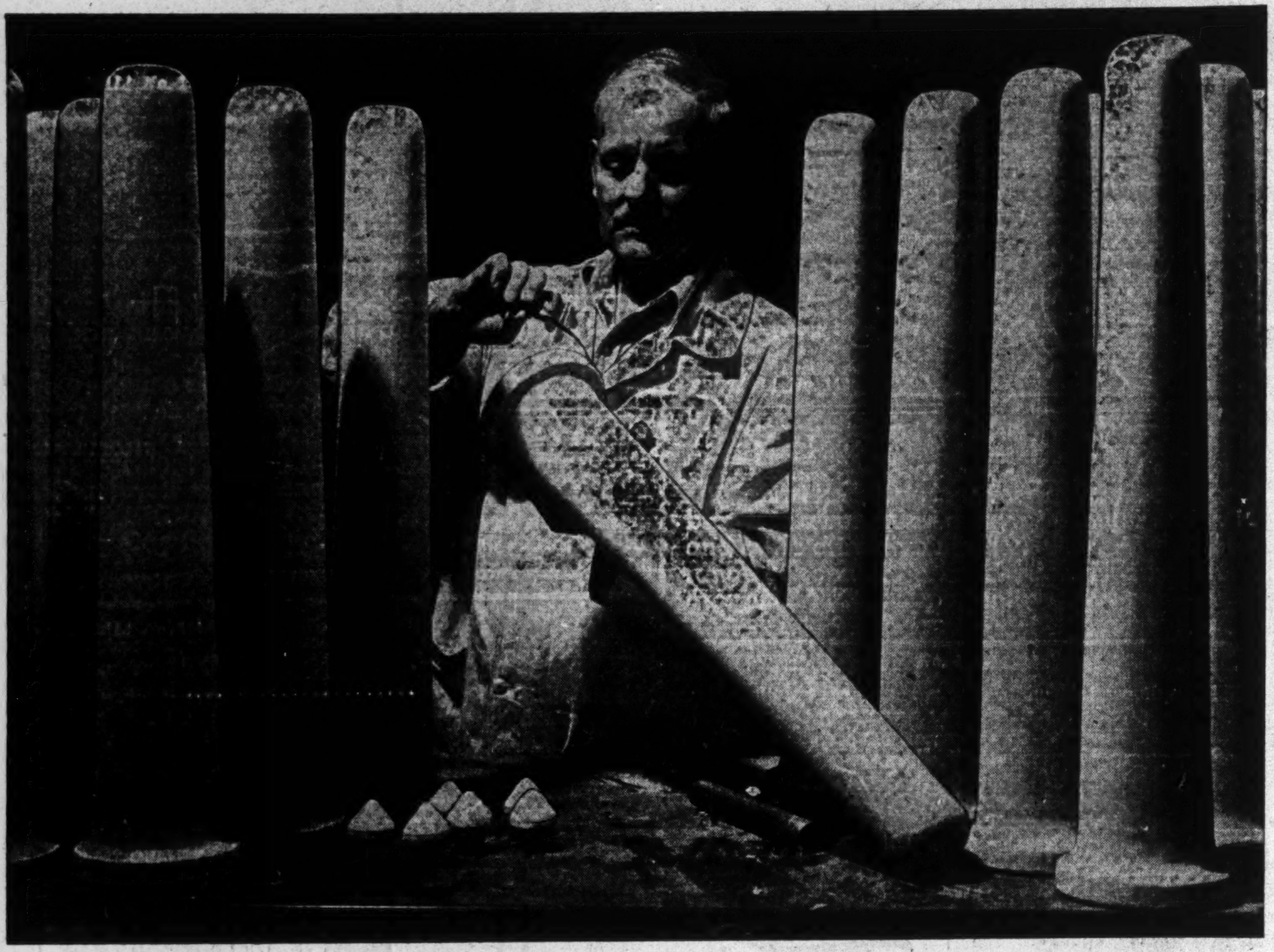
PLANE HANGAR HEATING FOR R.C.A.F.
Air Navigation School, Pt. Albert, Ont.
Air Navigation School, Rivers, Manitoba.
Bombing & Gunnery School, Mountain View, Ont.
Bombing & Gunnery School, Medicine Hat, Alta.
Elementary Flying Training School, Arnprior, Ont.
Elementary Flying Training School, Cap de la Madeleine, Que.
Elementary Flying Training School, Goderich, Ont.
Relief Air Field, Grand Bend, Ont.

PLANE HANGAR HEATING FOR R.C.A.F.
Air Observers' School, London, Ont.
Seaplane Base Hangar, Gaspe, Que.
Link Trainer Building, St. Hubert, Que.
Repair Depot, Winnipeg, Man.
Personnel Buildings, Mossbank, Sask.
Personnel Buildings, Dauphin, Man.
Personnel Buildings, Estevan, Sask.
Personnel Buildings, Ucluelet, B.C.
Personnel Buildings, Dafoe, Sask.
Personnel Buildings, Yorkton, Sask.
Storage Buildings, Halifax, N.S.
Torpedo Training School Hangars, Patricia Bay, B.C.

HOWARD FURNACE & MFG. CO.
Air Conditioning For Homes and Apartments—Coal Stokers
"Hy-Duty" Fans and Blowers
Head Office and Factory, 881 Yonge Street - TORONTO, ONT.
MONTREAL SHOW ROOMS: 4209 ST. CATHERINE ST. W.

Eyes For Guns—Craft New to Canada

Research Enterprises Makes Essential Arms Components



Photo—Public Information.

Massive are the specially made clay stirring rods used at Research Enterprises Ltd. As delicate and accurate as a medical prescription, the components of optical glass demand precision mixing.

First and most important striking weapon of this war has been brain-power coupled with scientific ingenuity. Not far from Toronto today lies a great concentration of these vital commodities.

In September, 1940, where that concentration now exists there was only a grassy field. Today there is a brand new Canadian industry making history in a field of production never previously operated in this country.

That industry is devoted to producing eyes for our tanks and guns. It is operated by Research Enterprises Ltd., a government-owned company.

To catch the full drama of this organization it must be fully realized that before the war Canada had nothing approaching an industry that could produce precision instruments for war purposes. Yet eight months after the soil was first scratched to start building the plant Research Enterprises was in active operation. This is a Canadian enterprise, one that has been close to the heart of Lieutenant-General McNaughton ever since its inception. At its head is Lieut.-Col. W. E. Phillips, one of the top production men of the country.

About nine months ago Research Enterprises announced a schedule that would see payrolls up to around 2,000 by the end of 1941. There were those who cast a quizzical eye at that hope which meant doubling the staff in six months. Good reason for that scepticism was the fact that to make the highly intricate products that R.E.L. turns out takes a type of labor which Canada just did not have. Good answer to that scepticism is the actual record that almost 4,000 employees are now working at Research Enterprises and that number is being added to daily. Women workers make up about 30% of the total and that percentage is steadily increasing.

Of the total R.E.L. payroll about 20% are in the technical group and about 40% are highly skilled production workers, vastly higher proportions than for regular industries. Housing the increasing tide of workers is a sprawling plant which now spreads over a million square feet of floor space.

Original idea was that Research Enterprises would produce about 5,000 pounds of glass a month. That has been pushed to 14,000 pounds a month of glass as good as any that ever came out of Germany.

Method being followed by R.E.L. in its production of optical glass is modelled along that of Chance Bros. of England, one of the oldest optical glass producers in the world. Prime requirements for output of suitable glass is that the raw material is of the highest purity. Actual quantities of raw materials used are not great while all the mixing is done by hand.

Pots used by R.E.L. are known as "slip-cast" pots and are quite different from the English versions. Method of pot production here is based on information obtained from the Pittsburgh Plate Glass Co. After preheating the pot is moved into the melting furnace, the temperature raised and the raw materials gradually loaded into the pot. After the preliminary fusion, the molten glass is stirred. After some 24 to 36 hours in the melting furnace the pot is removed and the contents more or less frozen by a sudden chilling with streams of cold water. At this stage the pot contents are at a temperature of about 600 degrees Centigrade.

After another 48 hours of supervised cooling the pot is broken from the solid glass with a sledge hammer. The chunks of glass then obtained are examined and selected for size and quality. After softening they are pressed into slab form, ground flat and the edges polished. The slabs are then inspected and any sections showing defects are cut out. After this final optical inspection, the slabs are fine anhealed according to a carefully predetermined schedule.

The pots contain about 2,000 pounds of glass at each melt. After the various operations and final inspection, about 500 pounds of good, usable optical glass is obtained.

Precision Work

Production of fine optical glass, however, is by no means the whole story of Research Enterprises. The vital instruments this great plant turns out include gun sights, dial sights, sighting telescopes, tank periscopes, range finders, automatic fire control devices.

In England these high-precision instruments have been turned out by many small instrument makers who are perfectionists in their line. In Canada manufacture of all types is being carried on under one roof.

Tank Periscopes

To cover an order for, say, 2,000 tank periscopes, there are needed 5,000 rivets, 10,000 cotter pins, 16,000 washers, 81,000 screws, 100,000 lb. of castings, apart from the cast steel shields and over two miles of bars and rods of brass and steel.

Months had to be spent in the design of the tools alone which took 250 drawings to detail. Many more months were spent in the making of these tools before the parts could even begin to be made.

Building a complete set of engineering drawings, meaning hundreds of prints, occupies 72 draftsmen at R.E.L. and while that work is going on the materials for production are being obtained. With planning and drawing completed and materials on hand the next operation moves to the machine shop. Here parts are turned out by almost every conceivable form of tool and machine, some great, some small, some unique to Canadian manufacturing history, all costing thousands of dollars.

Meanwhile the glass parts are being taken care of, the reflectors and lenses must be molded, cut, ground and polished. The great furnaces bring the glass to a temperature of about 2,550 degrees Fahrenheit at which point it is constantly stirred for five hours. The molten glass when thoroughly stirred is cooled, broken up and then annealed and cut into approximate shape. Ground to closer dimensions it arrives at the polishing machines operated by 75 specially trained workers. After rigid inspection all the pieces from the machine shop along with glass parts are brought together. Mass production has been found possible only to a very limited extent and "selective assembly," in which parts are selected and fitted by hand, has been found the only satisfactory way to manufacture these precision instruments. After complete assembly the periscope is given a final-inspection and it goes on its way to the tank as the culmination of effort, engineering and draftsmanship, purchasing and machining, inspection and assembly.

The tank periscope must be strong to withstand the shocks; it must be protected against shell splinters and penetrating sand storms, against jamming of parts and dislocation, against corrosion from engine fumes, many other dangers taught only by experience.

To see behind is made possible by a simple mechanical device without need of altering position. Other exigencies of war that add to the complexities of a periscope's design are the possibilities that sand may lodge between the parts and make them stick, or that rain might fall right down into the instrument.

Many projects in the field of construction, some of them of a major nature, have been held up because of wartime building regulations, shortage of steel and other essential materials. Example is the new building of the Bank of Montreal which was started at a downtown Toronto corner, shortly before the outbreak of war. Most of the steel work was finished for this 16-story building, but completion of the building itself has been deferred until after the war. In the background is the head office building of the Canadian Bank of Commerce.

No Gas Shortage For Campers

Campers will have enough gasoline for their cooking stoves and lamps the oil controller reiterates. For such purposes the colored "marked" gasoline ordinarily employed in farm tractors or commercial motorboats will be available.

REALISM not OPTIMISM

Nothing else matters today but turning our past defeats into future Victories.

Optimism over what is being done cannot be allowed to overshadow the fact that total war demands total use of our industrial strength.

Events have shown us clearly how realistically, not only in terms of battle but of production, modern war must be fought.

The Dunham staff of engineers and trained personnel, our manufacturing facilities, while already contributing almost exclusively to Canada's war needs are ready to shoulder even greater demands.

If our experience can be of help to you, contact us. C. A. Dunham Co. Ltd., 1523 Davenport Rd., Toronto. Offices in Halifax, Quebec, Sherbrooke, Montreal, Ottawa, Toronto, Winnipeg. Calgary and Vancouver.

The Government is urging Canadians to buy next winter's coal supply NOW. This will release much-needed rolling stock next fall.

The DUNHAM REG. TRADE-MARK HEATING SERVICE

We are at the service of plant owners and operators faced with the problem of obtaining maximum economy and efficiency in existing equipment—Our memorandum, Heating Economy Hints will be of interest to you. Write for it!

Dunham Heating Equipment

THE DIFFERENTIAL HEATING SYSTEM • UNIT HEATERS • SPECIALTIES

. . . IT TAKES A LOT OF
Paper
TO BUILD A SHIP!

Day and night, Canada's shipyards resound to the roar of rivetting machines as sturdy freighters and sleek corvettes are rushed to completion; the first to reinforce the United Nations' lifelines, the latter to guard them!

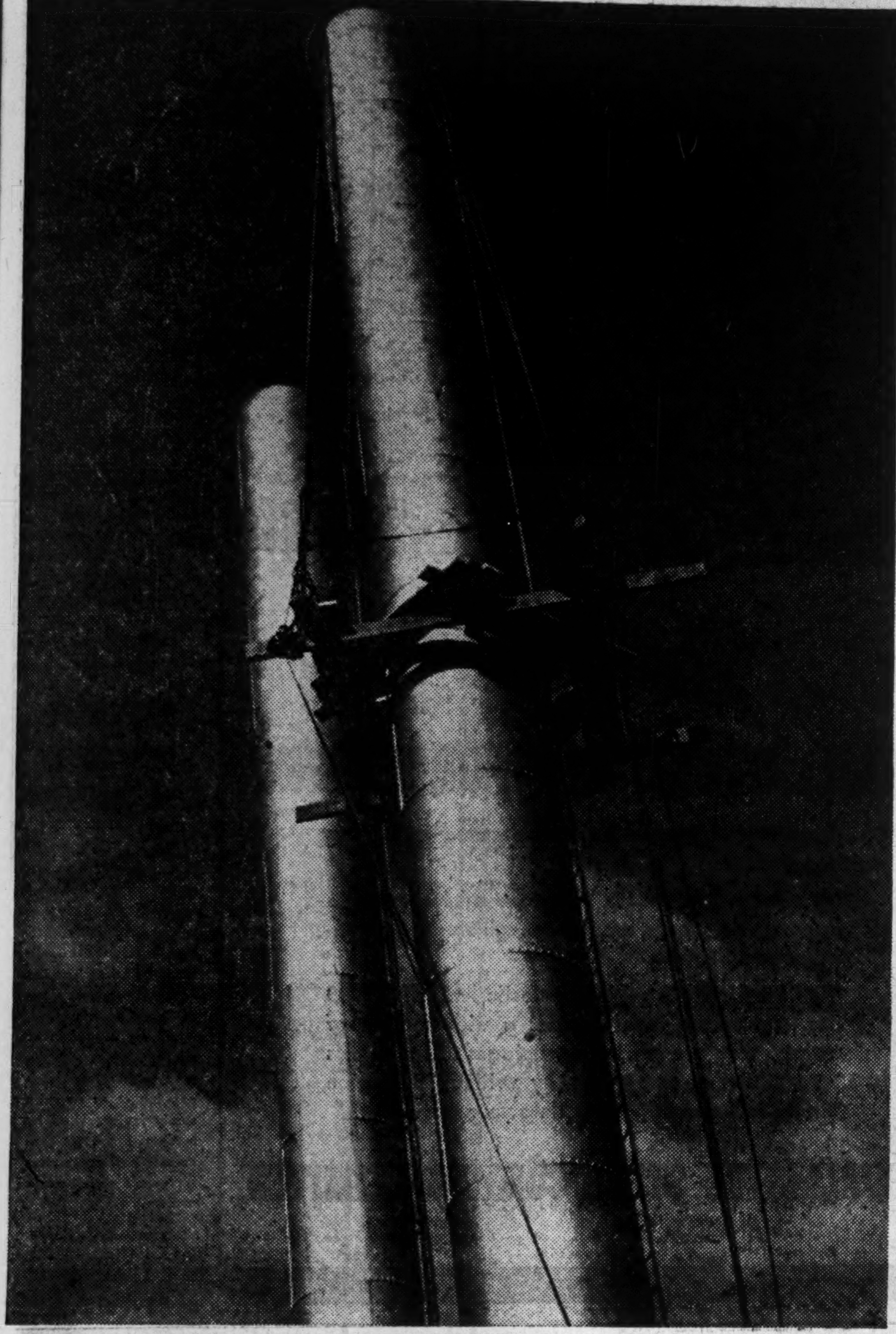
Freighter or corvette, construction starts, and follows through, with paper. (Over 30,000 lbs. of blue print paper alone are required in the building of a battleship!) Without paper, the rivetting hammers would soon fall silent, the wheels of production slow down . . . eventually stop dead.

For paper is a vital factor at every stage of modern production and administration. From beginning to end every operation of man and machine is planned, and recorded, on paper. Victory in the battle of production depends upon an ample and adequate supply of it.

THE E. B. EDDY COMPANY LIMITED, Hull • Canada
Manufacturers of Quality Paper

What War Conditions Are Doing to Home Ownership

Sharp Demand Conflicts With the Increasing Restrictions as Shortages Intensify



Caught from this angle, the twin chimneys of a new Canadian war plant look like giant guns. Perhaps that's symbolic, for Canada's factories are training both barrels on the enemy. So far the battles of this war have been lost not so much on the fighting fronts as on the assembly lines—lost because of too few planes, too few tanks, too little of all kinds of equipment. This won't be so in the future. Canada's tremendous resources, her manufacturing skill, have been mobilized to play a mighty part in forging a war machine so terrible that no enemy will be able to stand before it.

Effect of the war to date on house building has been marked. It has stimulated demand well above recent figures while at the same time it has progressively resulted in more and more restrictions being placed on what can be built and how it can be done.

The war found Canada just emerging from a long drawn famine in residential building. We had suffered severely from depression for almost 10 years. Not only was the demand for additional housing lacking but the means to do what might have been desirable was all too often lacking.

Government measures to stimulate and aid residential construction, such as the Home Improvement Plan and the National Housing Act, were succeeding and at the outbreak of war more residential construction was under way or contemplated than had been the case for almost 10 years.

The war itself soon brought further stimulation. Workers had more money and jobs were more plentiful. Where families had lived doubled up two or more families in a house, they now wanted, and could pay for, separate units.

The result was what verged on a boom in residential construction, aided to an important extent by the financial assistance given by the National Housing Act.

War Gets Tough

Then the war started to get tougher. Shortages began to develop here and there for materials. The Dominion decided it could no longer manage to extend financial stimulation to home building and the National Housing Act provisions were terminated. Then there was the increasingly important angle of need to divert materials and labor that might go into house buildings to more immediately vital jobs in the war effort.

New communities sprang up where huge war plants were built sometimes remote from adequate housing. Population shifts added greatly to the demand for housing in centres stimulated by the presence of large army camps or perhaps conditions such as developed in Halifax through its increasing wartime importance.

This brought the government into the picture directly when it undertook to provide emergency housing through the Crown company, Wartime Housing Ltd. Facts of this company's work are told elsewhere in this issue.

This brings us back to what the ordinary house builder can still do and what he cannot do.

Where No License Needed

In the first place, no license is required to build a house that does not cost more than $5,000. If the proposed cost is more than $5,000, the construction controller, C. Blake Jackson, must issue a license which may or may not be forthcoming.

The construction controller warns intending builders, however, that they must be prepared to face likelihood of delay in obtaining many of the materials they want, particularly in such groups as plumbing and heating. Even lumber is scarce if one is at all particular and wants a certain grade and kind of wood.

At the same time it is well known to all rent payers and home seekers that the surge of war-stimulated income has created a sellers' market in the residential field. Files of Canadian realtors are crammed with enquiries for houses. Contracts for residential building in 1941 reached a total of $92.3 millions, approximately equal to 1930's high level but still well below that of 1929.

Want Small Houses

With the biggest boost in income coming in the medium and lower salary brackets, heaviest increase in demand is for houses costing around $3,500 but homes up to $7,000 are taken in volume. Above $7,000 the demand is appreciably less.

In the construction end the situation has recently changed for the better. Around the turn of the year the outlook for materials, such as plumbing and heating equipment, was so bleak that many builders would not start a house without definite assurance the material was right on hand to finish it. That curtailment of new construction has helped to feed the demand for houses already built.

Today finds the building trade a good deal more optimistic than a couple of months ago. The supply situation has ironed out somewhat and there is now assurance that construction of a good volume of low-cost houses probably about $4,000 or so, will be carried on. Not much hope is held for building the more elaborate type of home.

Reasonable Supply Available

Substitution for steel and some imported products has been necessary in home construction but these problems have been worked out satisfactorily. As for other necessary equipment there is now found to be a reasonable supply available after meeting essential wartime needs. War has meant curtailments and restrictions of choice but essential home requirements can still be filled.

Typical of the situation in this direction is that baths are still available but in 4½ ft. and 5 ft. lengths only, with no more corner types to be had. Larger kitchen sinks have been discontinued but there are still several sizes up to 42 in. width. Two models of laundry tubs are still available, suitable for all domestic requirements. There is a full range of cast iron coal-fired hot water heaters in sizes to satisfy all average household needs.

There are fewer intermediate sizes of hot water furnaces but still sufficient to meet requirements. Copper or brass pipe for water lines is out but you can still get galvanized iron pipe up to 2 in. diameter. As water closets are entirely of vitreous china construction, there is no shortage, but models are simplified. The most critical item in the whole list of house equipment is that of galvanized kitchen range boilers. These use war-valuable steel plate and while they are being made, quantity and sizes are down and deliveries may be slow.

Government limitations on housing so far have been restricted to rulings on equipment consuming vital materials and the proviso that before a builder starts on a house to cost over $5,000 he must apply for a license. Those applications are closely scrutinized but to date construction has been held back more through material shortages, feared or actual, than through government restrictions.

Labor Supply

It hasn't been necessary for the government to crack down on the construction industry as an unwarranted labor consumer for two reasons. First, there has been a plentiful supply of that type of labor available for war plant construction. Secondly, many men in the building trade are on the grey side of middle age; apprentice training has been at a low ebb for years. The great majority of builders have been in the business for a good many years, switching them would present a host of difficulties.

It is safe to say that the present official stand is one of recognition of housing needs, a recognition that is reflected in its own Wartime Housing plan. That stand is confined to the type of houses actually meeting the current shortage; prospective builders of non-essential, expensive homes stand small chance.

Quiet reminders of that position are carried on the applications for a license to build a home costing over $5,000. The applicant is told that it is in the national interest to postpone all avoidable non-war expenditures, is then bluntly asked of his project: "Why can't it be postponed?"

At the moment no reason has appeared to suggest that the current real estate boom is nearing an end. Rather, the cards seem to call for a continuing heavy demand with home prices trending higher.

With housing shortages already definitely apparent and war inflated incomes in hand a continued tightening in the real estate situation seems the likely prospect. Whether or not new construction will be able to absorb any appreciable part of that demand is a question remaining unanswered; many in the real estate business believe that demand will far outstrip new supply.

Financing New Houses

Financing of new houses presents somewhat different problems now than a year ago. Then the National Housing Act was available to assure low cost mortgages. Now the job must be done by regular agencies unassisted by government guarantees of any kind. Mortgage companies have plenty of funds available and are seeking new mortgages of an acceptable type.

Volume of new home mortgages available has been less than might be suspected from the mere totals of money involved in residential building last year. Out of the 8,595 more residential units built in 1941 than in the previous year, over 5,000 were accounted for by Wartime Housing Ltd., the government-owned company. This does not provide any new mortgages for those with funds to loan.

With the stepped up demand for real estate, mortgage companies have been able to dispose of many houses acquired under less prosperous periods. Their total mortgage holdings are reduced at the same time that alternative forms of investment are being steadily narrowed down to government war loans on which the interest return is much less than such concerns would like to get.

The money is available and can be lent on relatively low interest cost, aided by the experience of the past few years with government-stimulated housing schemes. The demand for housing also exists.

The determining factor is likely to be the supply of materials and labor. In this respect not much improvement in shortages is in immediate sight. War needs are going to come first and what is left may go to civilian use. In the case of many key building materials, the remainder will be small. But house building has not ended for the duration by any means and the intending owner of a new house should investigate before abandoning his plans.

India's Industrial Growth Builds Major Supply Base

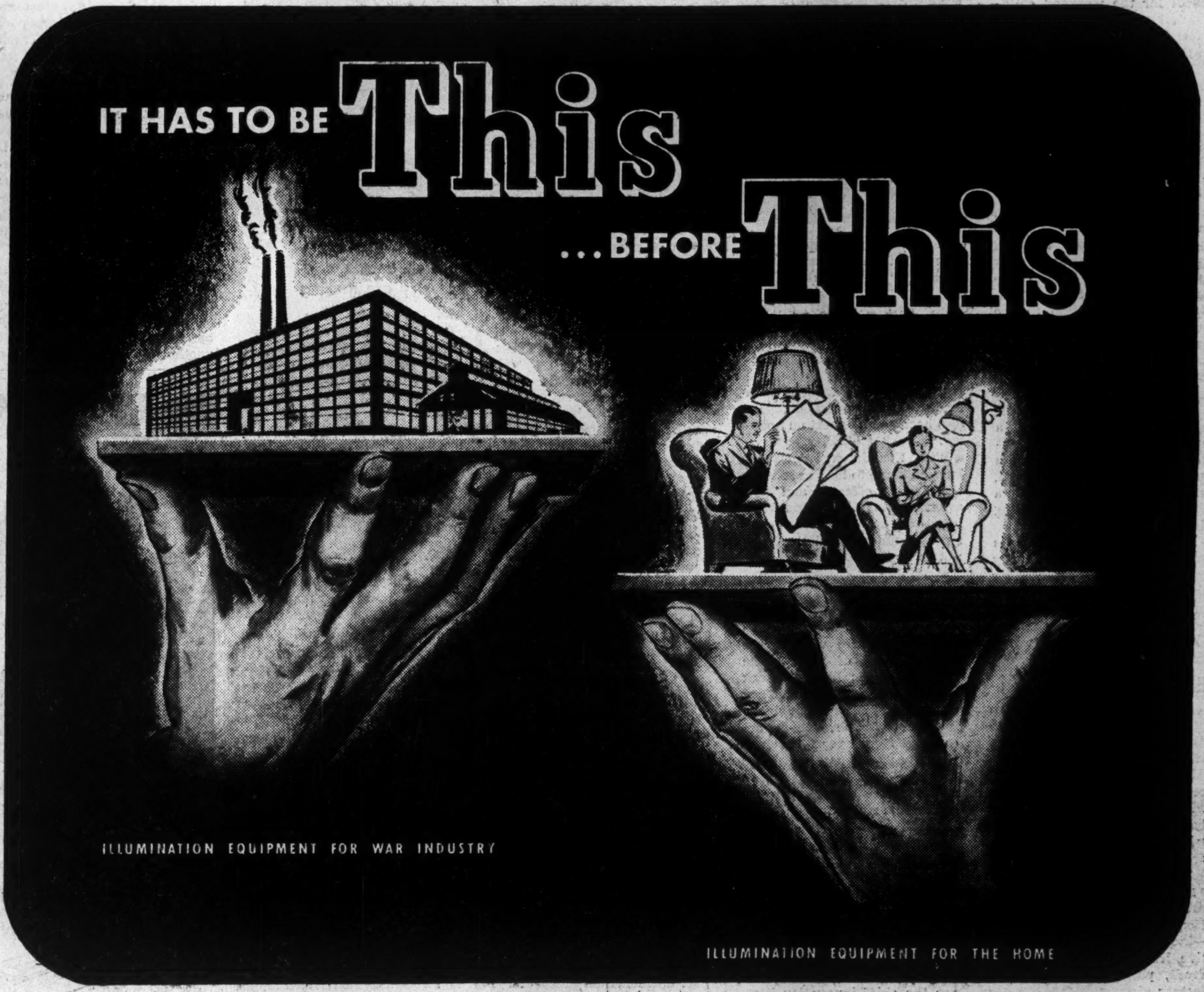
Q: Is India merely a source of raw materials, or has there been any industrial development in the country?

A: The International Labor Office lists India as one of the eight leading industrial countries of the world. The growth of industries in India in recent years has assumed the proportions of an industrial revolution. The number of large factories rose from 4,397 in 1920 to 9,743 in 1938.

The Tata Iron and Steel Works, founded in 1907 by Indian capital, now has the largest single plant in the British Empire. India's production of pig iron rose from 204,000 tons in 1913 to 1,575,000 tons in 1938-39; her production of steel from 63,000 tons in 1913 to 1,844,000 tons in 1938-39.

In the cotton textile industry there are 389 mills in India, chiefly in Bombay, which during the last three years have produced about 4,000 million yards of cloth each year. India produces most of the world's jute, and the jute mill industry has grown from 192 looms in 1859 to 68,700 looms in 1939.

Since protective tariffs on sugar were introduced in 1932 the number of mills grew from 32 to 146, and imports of sugar have practically ceased. Instead of being dependent mainly on foreign sources, India is now the largest sugar-producing country in the world.


IT HAS TO BE This
...BEFORE This
ILLUMINATION EQUIPMENT FOR WAR INDUSTRY
ILLUMINATION EQUIPMENT FOR THE HOME

Illumination Equipment for Victory Comes First!

Together with every other part of Northern Electric, the Illumination Division is directing its major effort toward the supplying of war needs. Illumination for war industry—for Navy, Army and Air Force—is vital. This means, then, that until the war's end—until Victory is won—the house owner, the home builder, will understand that *his* needs have been subordinated to a far more important objective—the full-out war effort of a company whose every division, every department, every worker, is striving to work as hard at home as our forces are fighting in the field.

WORKING FOR VICTORY AND SAVING FOR VICTORY!

Shown at the left is F. P. Labey, an electrical engineer of the Illumination Division. Mr. Labey is one of the thousands of us Working for Victory through all-out War Effort—and Saving for Victory through continuous and regular purchases of War Savings Certificates.

Northern Electric
COMPANY LIMITED

They Have Key Job in War Effort

Drive of Wartime Housing Makes Vital Link in Expanding Industry

In a Toronto office a big square-cut man with a ruddy face and white hair answers the telephone.

"Yes," he says. "We'll look after it immediately."

He puts the 'phone down; a buzzer brings an assistant.

"They want an eight-room school and an office building on that latest project," says Victor T. Goggin, general manager of Wartime Housing, Ltd.

The assistant disappears. An hour later, architects and engineers are preparing plans. Six weeks—two months from now at the outside—there will be an eight-room school and an office building in a town that was only a collection of cow pastures this time last year.

First a plant was set in the pastures—a war plant. It takes people to run a plant and people have to have some place to live.

That's where Wartime Housing, Ltd., comes in. While the plant was still being built, Wartime Housing surrounded it with a collection of neat bungalows, to be rented to the workers. If a passing tourist had paused to ask an old resident of the district what those bungalows were, the old resident might have been pardoned for blinking and saying, "Shucks, those things weren't there yesterday." That's about how fast they went up.

That's about how fast the school for the workers' children will go up too, once the material for it has been assembled on the site.

Projects of this kind are sprinkled right across Canada, from Halifax to Vancouver, wherever lack of housing for workers threatened to be a bottleneck in the war effort.

9,200 Bungalows

On the purely statistical side, 4,000 bungalows had been completed by Wartime Housing early this month, while another 5,200 were either under construction or about to be constructed. In addition to the bungalows, Wartime Housing had completed 35 staff houses, each with accommodation for 88 men, and had 20 more staff houses on order.

It had also built schools, commissaries, office buildings, a manning pool hostel for merchant seamen at Halifax, and a huge men's centre at Hamilton, which houses 528 men and has a dining room as big as a skating rink.

A $30 millions expenditure is involved in the work already completed, under contract, or about to be contracted. It will provide bungalows or staff house quarters for an estimated 47,500 workers, workers' wives, children.

Expanding Daily

This is only a beginning. The programme grows from day to day. Right now there's a lot of talk of women being encouraged to come to the industrial centres to work in factories when the man power shortage becomes more acute. Almost without exception these centres are already overcrowded.

This adds up to the fact that another problem may be dropped in the lap of Wartime Housing in the next few months—the provision of cheap, attractive living quarters for hundreds, perhaps thousands, of factory girls.

The nerve-centre of this vast Winnipeg, made a reputation and frantic construction programme is in Toronto. The men who make it go are two old friends, Joseph M. Piggott, of Hamilton, president of Wartime Housing, and Victor T. Goggin, of New York, general manager.

Mr. Piggott is past president of the Canadian Construction Association, has served on several government boards, is a director of the Dominion Bank. Mr. Goggin, born in for himself as a consulting engineer in Canada, then moved on to the U.S. to become firmly established there as a leader in his profession. He also became an expert on housing.

When Canada went to war he hurried home to help as soon as the chance offered, and he's squeezed about two days work into one on every day ever since—Sundays and holidays not excluded.

Knows All Always

Mr. Piggott and Mr. Goggin have a board which covers almost an entire wall in the biggest room of their office suite. It looks like the stock board in a broker's office. They often stand in front of it studying the symbols, which are changed from hour to hour as reports come in, and which tell them the exact progress on any or all of the housing projects scattered across Canada in 44 localities.

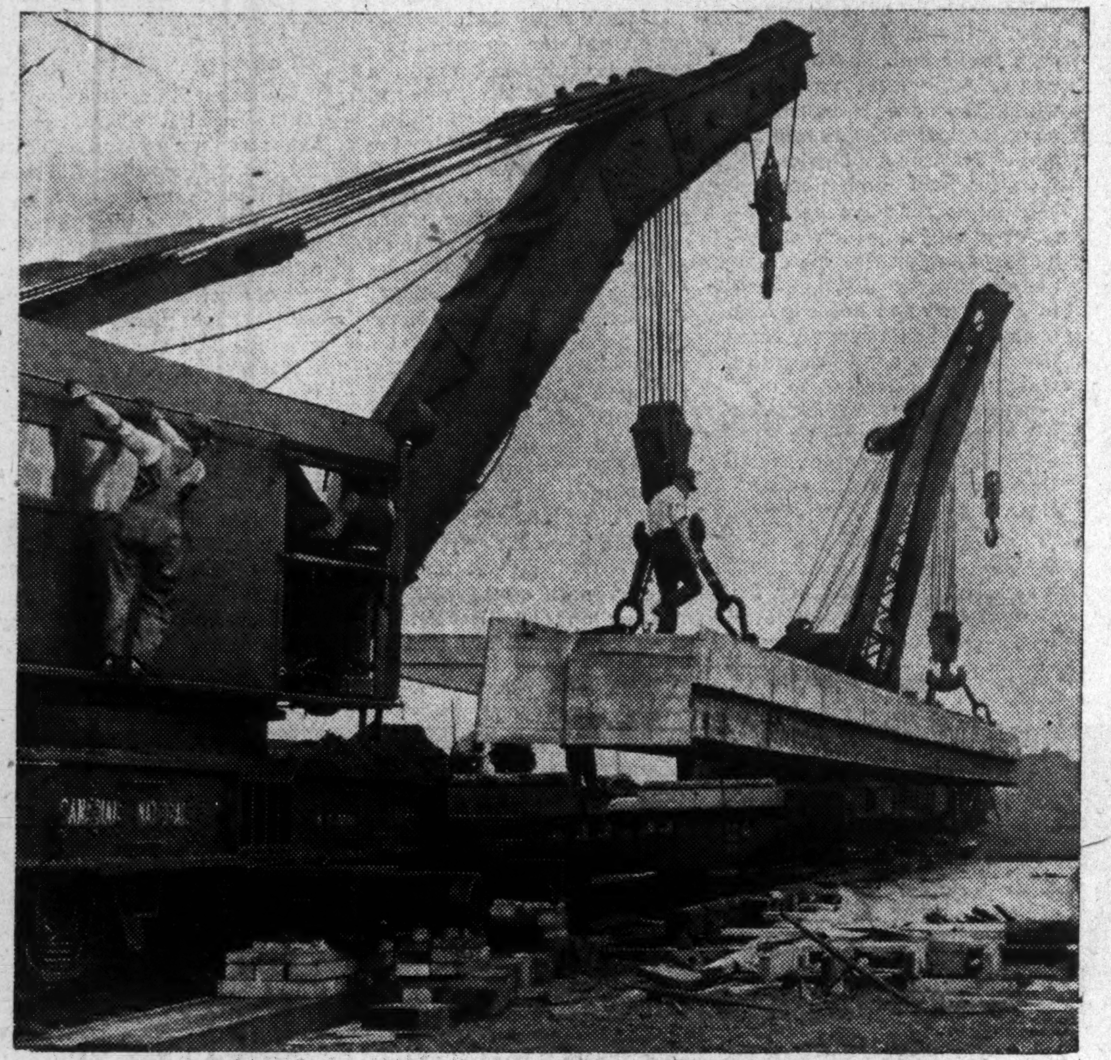
There's a dramatic urgency about these housing projects—the same kind of urgency there is in the production of war weapons. The workers who will build the weapons cannot work until they have a place to live.

"Demountable" bungalows are the chief innovation Wartime Housing has introduced. Neat, four-room dwellings, bungalow, and once they have been assembled at the site, the framework can be bolted together in 16 man-hours—four men working four hours each.

In the case of the larger projects, the contractor moves a portable woodworking plant to the scene, manufacturing the panels where they are to be erected.

Plumbing pipes, electrical wiring, windows and so forth come in uniform sizes. There these are made of standard-sized sections.

There are 90 panels to a are standard specifications for everything. All this makes for speed. At one place 20 houses were occupied 30 days after the first sod had been turned.



It's a heavy job, lifting a section of a reinforced concrete bridge into place. But this railway crane is quite up to the task. Across Canada, construction workers and the skills of the construction industry are making their contribution to the war effort.

Have Four Exteriors

To keep the scenery from getting too monotonous, four exterior finishes are used—clapboard, plywood or weatherboard, cedar shingles, and fireproof asbestos shingles. They are alternated. Each fourth house, covered with asbestos shingles, is a fire barrier.

The bungalow of basic design contains two bedrooms, living room, dinette, kitchen, bath and cupboard space, and a covered porch at the front. It lacks a basement, and is heated by a "pipeless" furnace.

Since Wartime Housing was incorporated by the government as a Crown company under the department of munitions and supply, and Joseph Piggott and Victor Goggin got to work, they have not only beaten all speed records for the construction of such bungalows, but they have consistently kept the cost low.

At the very outset, Mr. Piggott outlined the policy of the company. His outline, in slightly condensed form, was as follows:

"The company will build housing accommodation only where it is the opinion that there is a definite and acute shortage due to the additional employees required in connection with munitions work or defense projects. It will provide this housing only where private capital has failed to do so or where, because of the temporary nature of requirements, private capital is not available for development purposes.

"This housing accommodation will be temporary in character, and will be rented to the occupants by the company. It will be built at the lowest possible cost consistent with proper standards of health and sanitation and with the necessity in mind of insulation against cold weather in this country.

"Generally speaking the company will furnish this housing accommodation believing that it is only required for the duration of the war, and that when the emergency has subsided, the housing will be liquidated.

"It is therefore the intention of the company, so far as it is possible to do so consistent with cost, to build these houses so that the greatest amount of able; in other words they will be so built in convenient sections bolted together that they can be taken apart later and in this manner salvaged more cheaply and with a greater salvage value.

"It is the intention of the company to standardize on two or three types of houses . . . and to take tenders from Contractors whose organization and experience are considered satisfactory to the salvage can be obtained. For this reason, to a great extent, the houses will be demount- company for the project in kind. It is hoped that the larger general contractors will be properly interested in this field, and will make their larger organizations available. It is felt that in projects as large as this, mass production methods will have to be employed, since cost and time are very important factors."

The policy has not been altered since Mr. Piggott made this statement a year ago, and mass production methods have, in fact, been put into effect.

The practice is for a contractor to set up a temporary woodworking mill at the scene where a group of houses—perhaps several hundred in number—are to be put up.

The sections of which the houses are constructed are milled on the spot. While their length varies according to the part of the house for which they are required, they have a uniform width of four feet, and all combine joist and studding pieces with the surface material.

A variety of woods are used, including jack pine, red pine, spruce and hemlock. The kind is selected which is available cheapest in the district where a project is under way.

In the four-room bungalow unit the 90 panels of four-foot width are placed as follows:

Outer walls, 24 panels eight feet long; interpartitions, 24 panels eight feet long; floor, 12 panels 12 feet long; ceiling, 12 panels 12 feet long; roof, 12 panels 12 feet long. Six other panels go into porches, gable ends and so forth.

All the bungalows are thoroughly insulated, as Mr. Piggott said they would be, and there were no complaints on this score from those who lived in them through the winter. Generally speaking, they found them easy and economical to heat.

The roofs are covered with slate-coated asphalt roofing shingles. The interior finish consists of either plaster board or wood fibre board, attractively painted.

In most cases tenants must provide their own stoves and refrigerators. Each house has a fuel box on the back porch, and a storage cubicle in addition to cupboard space.

Wartime Housing was formed a year ago last March and by May was completing houses in Halifax, where there had perhaps been more war crowding than in any other Canadian city, at the rate of eight a day. Simultaneously the company had under construction quarters to take care of a large number of merchant seamen and unmarried male workers in the same port.

Spread and Spread

The operations spread from city to city. Wherever there was an intense housing problem, Joseph Piggott and Victor Goggin were called in to do something about it.

Kingston, Parry Sound, Hamilton, St. Catharines, Welland, Fort Erie, Windsor, Oshawa, Peterborough, Fort William, Dartmouth, New Glasgow—these and a score of other centres quickly became so crowded that something had to be done, and done without delay.

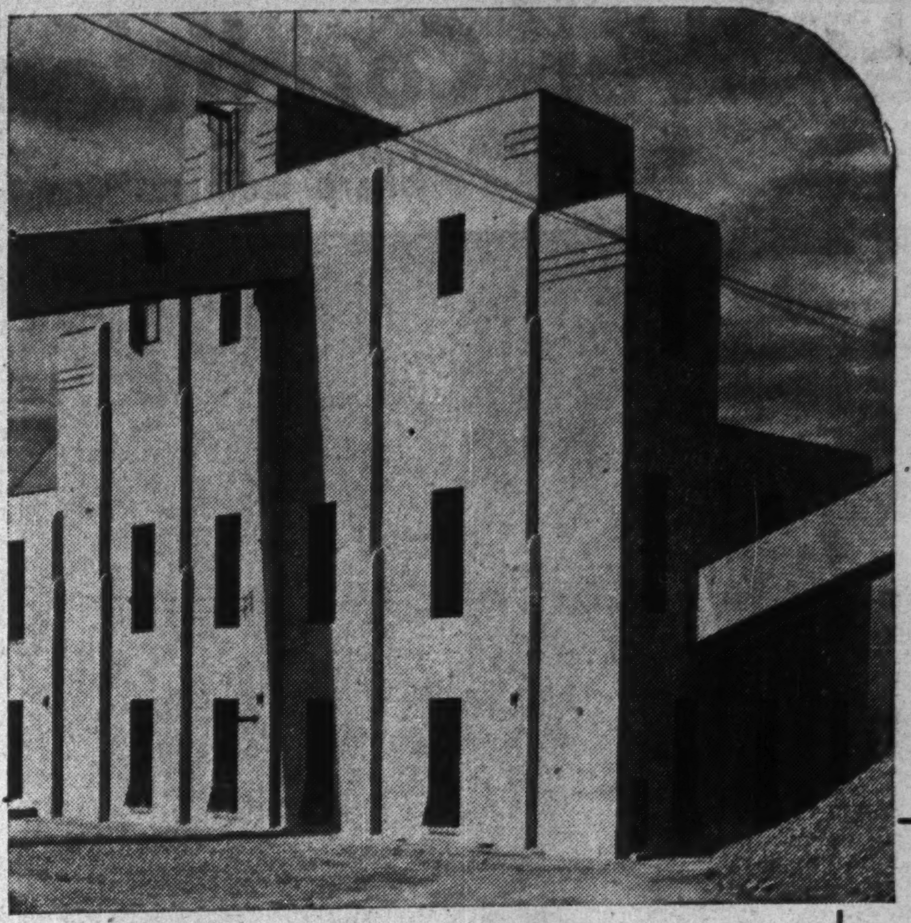
Mr. Piggott, Mr. Goggin and members of their staff went from place to place, looking for suitable sites, appraising conditions, making plans, putting construction machinery into operation.

They are still doing that. Prime Minister King, announcing his selective service policy, gave the House of Commons an estimate compiled by the department of munitions and supply. This is that war industries will need another 100,000 people in the next 12 months.

A large movement of labor from one district to another is undesirable because it creates a problem of housing, transport and so on which diverts man power and materials needed for war.

Authorities realize this and so far as possible the work will be centred where workers are available. This, however, is not always possible, and Wartime Housing will doubtless have to provide living accommodation for many thousands of additional people before the year is over.

A straw in the wind is the fact that, at the middle of the month, Wartime Housing awarded contracts for 200 bungalows in Toronto and another 100 in Sault Ste. Marie.



Combined Head Frame and Crusher House, Hollinger Consolidated Mines Limited, Timmins. Constructed by Anglin-Norcross, Ontario, Limited.

Burlington

RAIL STEEL REINFORCEMENT

Modern construction methods demand speed plus stamina.

Constructed in record time, the mining building (above) is a classic example of rail steel reinforcement possibilities.

Rail Steel, with a minimum elastic limit of 50,000 lbs. per square inch provides a wide margin of safety. You can get the advantages of speed plus strength at no extra cost by writing "Burlington Rail Steel Reinforcing Bars" into your next order.

BURLINGTON STEEL COMPANY, LIMITED
HAMILTON ONTARIO

RAIL STEEL REAL STRENGTH

BURLINGTON RAIL STEEL REINFORCEMENT

Burlington "Rail Steel" Reinforcement Bars are made from selected railroad rails. They are heated, slit and rolled into bars. This additional "working" of the hot steel produces a bar of high elastic limit, furnishing a margin of strength which can be used either for load-carrying or as an extra safety factor. Used by leading architects, engineers and contractors for over a quarter of a century.

GAS
HELPS TO MAKE A HOUSE A HOME
GAS CONVERSION BURNER FOR YOUR FURNACE
C.P. GAS RANGE FOR WARTIME COOKING
SAVE FOOD WITH A GAS REFRIGERATOR
AUTOMATIC WATER HEATING WITH GAS

When the builders have finished their job, your new property is still just a — house.

Now comes the happy privilege of turning it into a home. The furniture, the rugs, the curtains — all play their part. But — this new home of yours must be kept warm — the meals well cooked — the food kept fresh — the supply of hot water plentiful enough for daily needs.

Choose GAS for the 4 big jobs in your new house — and see how quickly your family settles down in comfort — see how pleasantly your house becomes — a home.

Now, more than ever before, is a time for true economy and efficiency in industry and in the home. And GAS is playing its full part in both spheres in these war years. Ask your gas company today how easy it is to get gas service into your new — or present — home!

The Consumers' Gas
COMPANY — AD. 6941

STURGEON'S

SOLIGNUM
CARBOLINEUM GRADE

FLINTEX
Concrete waterproofing paste or powder

SUPERPHALT
Non-alligatoring Roof Coating

PIPE JOINT CEMENT
PAINT · VARNISH · ENAMEL
CAULK · MASTIC FLOORING

MAKERS OF GOOD PAINT SINCE 1907
TORONTO CANADA

Lumber Grows in War Importance

It's a War of Steel — But Forest Industries Have Crucial Role

This might be called "war's forgotten industry." Forgotten because so much is said about this being a war of steel; forgotten because it plays—usually—such a quiet and undramatic role.

But forests are one of Canada's greatest raw materials, just as vital as metals, water power or man power.

And much of Canada's war effort has been speeded—some of it made possible — by the Dominion's mighty forest industry.

Our forests give rise to our greatest exporting industry, pulp and paper, whose contribution to our supply of precious United States dollars ranks higher than any other single industry this year.

For War Building

The huge military camps which have sprung up everywhere across Canada; the Canadian centres of the Empire Air Training Scheme; Canada's new plants producing essential war materials; all bear eloquent testimony to the part which Canadian lumber plays. It has made possible faster and less expensive construction. It has made possible the use of native materials almost exclusively, with an important saving in foreign exchange, in shipping, and above all in taking the place of precious steel.

New uses for forest products have been developed, and one of the most striking is wood in the production of some of the most modern types of fighting aircraft.

For a time it appeared that wood as a component of modern aircraft would be much less important than it was in the previous war.

But in spite of increased use of metal for this purpose, the British Empire air programme still calls for large amounts of wood for aircraft construction. Wood best suited for structural parts is the Sitka spruce, coming chiefly from the Pacific coast in Alaska, British Columbia and Washington. Its light weight, strength and resilience and the comparatively large proportion of clear straight-grained wood that can be secured from the large trees make it of special value for this purpose.

Modern plywoods, made from yellow birch in eastern Canada and Douglas fir or hemlock in British Columbia, play an important part in wartime. Yellow birch plywood is still used extensively for aircraft construction. Last year makers of this product were busier than ever before in their history and an important portion of their output went overseas.

Fast Growing Industry

In British Columbia plywood production is regarded as the province's fastest growing major industry. Today's need for strong, compact, lightweight building materials which can be transported at a minimum cost has created a new opportunity for this product.

Most significant, however, has been the development of processes whereby wood products in combination with synthetic resins is now one of the most valuable and most promising alternatives for use in fields formerly believed belonging exclusively to metals.

The organization headed by H. R. MacMillan, former timber controller for Canada, has a production capacity of 150 million square feet of plywood a year and is the world's largest producer of this product. With its new facilities in production the MacMillan output will represent roughly one sixth of the Empire-United States quota. Manufacture of plywood is said to mark a long step toward the inevitable transition that faces British Columbia's $100 millions forest industry which in the past has gained most of its wealth from the sawn timber of the great coastal stands of virgin Douglas fir.

Lose Many Markets

The war has not affected all sections of the Canadian lumber industry in the same way. On the Pacific coast, where the export markets of the world were the main dependents, lack of shipping has played havoc with production. In other parts of Canada, where the domestic market under normal conditions takes a far greater proportion of the total output, the upsets caused by the war have been less serious. Moreover, these sections, particularly on the Atlantic coast, are naturally closer to shipping facilities to Britain and may get the major share of British orders because of this fact. Far more lumber is moving across Canada by rail than in many years past.

Regarding the domestic markets, Canada's defense programme demands has been so insistent that over the past year or so supplies of dry timber are being cleared up almost as fast as they become available.

A slackened demand for lumber following completion of the major part of the building programme for the British Commonwealth Air Training Scheme has been to some degree absorbed by an active home building demand. Substantial quantities of lumber will be needed for wartime housing needs, especially in the East.

British Columbia is Canada's most important lumbering province. It is also the one where the war has had a greater effect than in any other section of the country.

It has meant reversal in the market situation — the return of domestic trade's dominance and the temporary submergence of the export factor. It is forcing British Columbia sawmill operators to effect a far-reaching and, in some respects, costly transformation in operating technique.

The big sawmills equipped primarily for export cargo business, are being swung over to cater to the rail trade. One company alone, Bloedel, Stewart and Welch, spent $360,000 to effect the necessary changes and there will be others.

Not for 30 or 40 years has British Columbia been so dependent on the domestic market as she is today. Back in 1900-1910 big harvests on the Canadian prairies, the tide of settlement and railroad expansion created the demand for most of the British Columbia lumber surplus over home requirements.

During the decade of the 1920's Japan entered the picture and was the heaviest buyer of British Columbia's lumber.

As recently as 1931 the United States accounted for nearly 30% of all B. C. lumber sales. Then came United States tariff that choked off the B. C. export to the republic. From 30% in 1931, this market's share dropped to about 1% in 1934.

Empire trade agreements offset the loss of the American markets but this year British Columbia faces drastic curtailment of the British demand, due, in part, to shortage of ocean tonnage.

Canadian lumber is normally exported to a great many countries but the United States and the United Kingdom provide by far the most important markets for this product. For all forest products, the United States has been taking about 67% on the basis of value and the United Kingdom 18%, but in recent years export to the United Kingdom has been materially increased in both actual and relative value.

Britain Big Importer

Britain is by far the greatest timber importing country in the world. Under normal conditions most of this came from European countries which supplied 76%. Canada supplied 18% of softwood lumber and box board imports to Britain, a percentage almost exactly the same as the proportionate share of the value of Canadian forest products shipped to the United Kingdom. Canada also supplied 15% of the sawn hardwoods bought by Britain in the immediate prewar years.

Britain has been shut out from access to its European suppliers. In part this has been made up by a more economical use of lumber; in part by a greater exploitation of the country's own resources. But to an important extent it has meant that Canada and the United States have had to supply the essential needs.

Early in the war, for example, huge orders for pit props were placed in eastern Canadian lumber-producing centres by the British. Normally about 70% of the more than 100 million cubic feet of wood imported into Britain for this purpose came from the Baltic countries.

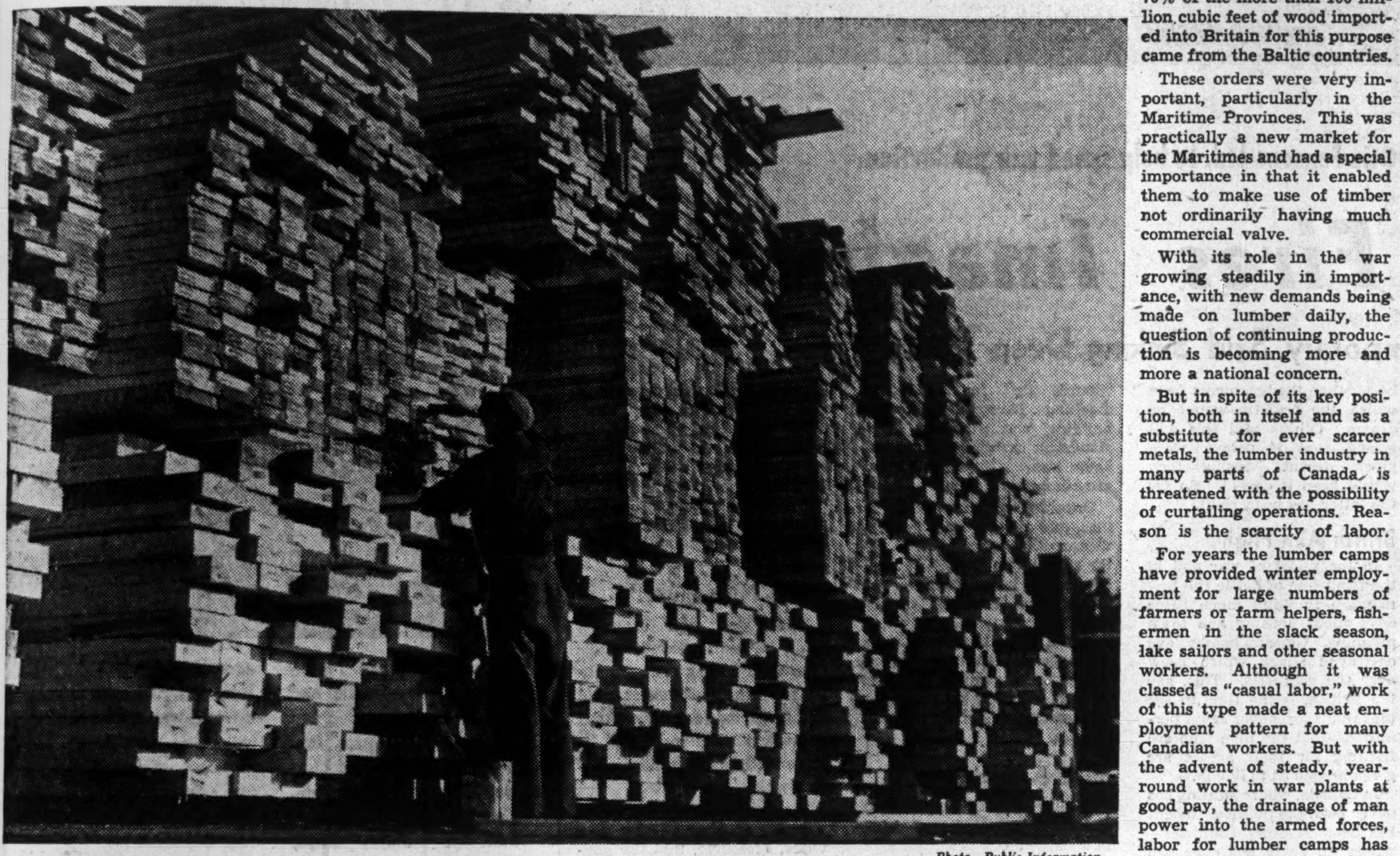
These orders were very important, particularly in the Maritime Provinces. This was practically a new market for the Maritimes and had a special importance in that it enabled them to make use of timber not ordinarily having much commercial valve.

With its role in the war growing steadily in importance, with new demands being made on lumber daily, the question of continuing production is becoming more and more a national concern.

But in spite of its key position, both in itself and as a substitute for ever scarcer metals, the lumber industry in many parts of Canada is threatened with the possibility of curtailing operations. Reason is the scarcity of labor.

For years the lumber camps have provided winter employment for large numbers of farmers or farm helpers, fishermen in the slack season, lake sailors and other seasonal workers. Although it was classed as "casual labor," work of this type made a neat employment pattern for many Canadian workers. But with the advent of steady, year-round work in war plants at good pay, the drainage of man power into the armed forces, labor for lumber camps has been increasingly difficult to find.

Without some solution, the implications for the future of the lumber trade are clear. So far, no completely satisfactory solution has appeared. On the west coast, where U. S. and domestic demand has been able to absorb entire production despite the loss of many export markets, hemlock is scheduled to become an increasingly important source of pulpwood. Much of this wood is easier to harvest than the normal supplies, should offer some relief to the hard-pressed pulp cutters. But complete solution for the increasingly important problems of this increasingly important industry has yet to be found.



Photo—Public Information.

The lumberjack, as much as the man in the munitions plant, is doing a war job these days. Britain's lumber requirements have gone up tremendously, as a result of German bombing raids. Lumber is also needed to build military camps. This load of British Columbia timber is being classified and stamped for shipment to the British Isles.

They Turn Out Intricate Equipment They Saw Only in a Photograph

A modest little workshop in downtown Vancouver has just fashioned an intricate piece of naval artillery equipment without benefit of blueprint, without having even seen the prototype.

Its feat is comparable to that of fabricating say, a telephone, with only a photograph of the telephone's exterior as a guide.

A short time ago it was found necessary to use a certain essential piece of equipment for some proposed coastal defense work. Nothing like it was available in the country. A hurried call was sent to England. None was available there, either. And the fortunes of war had made it impossible to procure or make blueprints of the essential apparatus. The best the British authorities could do was to forward a picture of what it looked like.

The Vancouver shop took the picture, consulted artillery experts, made drawings, produced castings, proceeded to turn out the required equipment.

Extremely Accurate

The job was accomplished to a tolerance of one ten thousandth of an inch. It was even better than the models with which artillery men were familiar, for it gave wider readings.

This piece of engineering skill illustrates Canada's technological part in the war. Machine shops all across the Dominion are turning out amazingly fine work, precise almost to a hundredth of a hair's breadth.

A man is producing ball races for naval gun sights. They appear to be trifling objects, but they must be absolutely accurate and be able to withstand a pressure of 22 tons to the square inch.

A man is fashioning the control handle of a sight. It has counter balances and feather adjustments. The machinist started out with a four-pound steel casting. Upon completion, it will only weigh three quarters of a pound, though its over-all size will be altered but little.

Another shop is turning out periscope valves. The metal must be perfect to withstand the water pressure at depth. The scale must be absolute to one half the thickness of a cigarette paper.

Another factory is making complete gun sights. Each sight has more than two score parts. Every part must have unerring accuracy; a shell aimed at the enemy must hit the target. In some cases the operation is so fine the eye cannot follow it, and the machinist is guided only by the sound of his lathe.

BRADFORD-HOSHAL
General Contractors
INDUSTRIAL ● INSTITUTIONAL

Among recent construction projects are those for:

Central Ontario Transport Co.
County of York Registry Office
Royal Bank of Canada, Port Hope
Outboard Marine & Mfg. Co. Ltd., Peterborough
Sun Oil Co.
Goodrich Oil Co.
National Silicates Ltd.
Hamilton Gear & Machine Co.
Canadian National Railway Company
Canadian Pacific Railway Company

1170 Yonge St. TORONTO RA. 3414

LIGHT - PAST, PRESENT, AND FUTURE

In the past, Coleman Lanterns have been a dependable source of light under all conditions of rain, sleet, wind and snow.

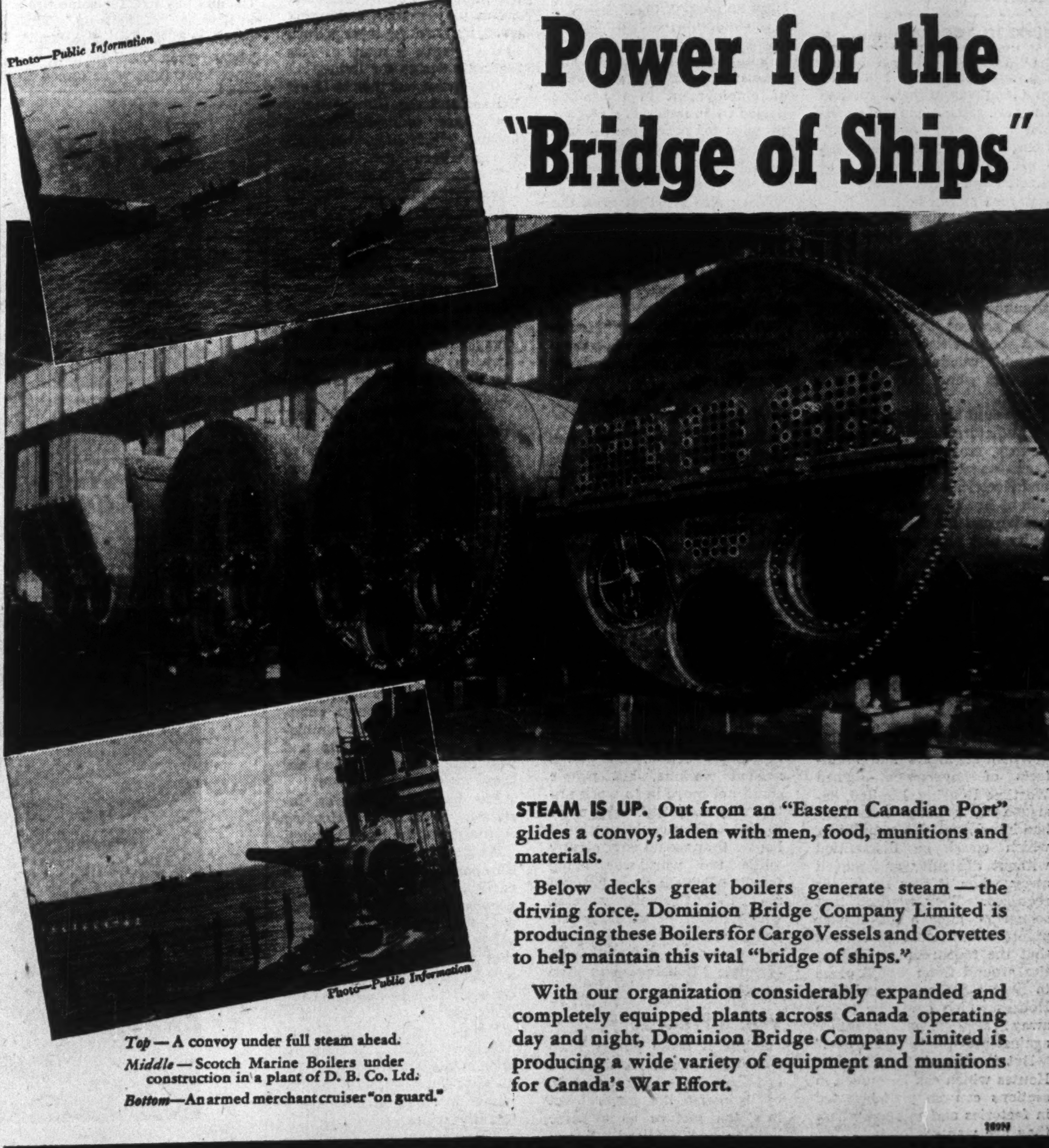
At the present, Coleman Lanterns are on "active duty" with our armed forces and war services around the world. They are also providing light for thousands of Canadian farmers — essential light that helps them produce more food. We're sincerely proud that they are doing their "bit" — and doing it well!

In the future Coleman will again bring light to millions of peaceful homes, farms, and cottages.

Meanwhile, we recommend them for Auxiliary War Services, Civilian Relief Societies, and supplementary industrial light for manufacturing plants in case of emergency or power failure.

THE COLEMAN LAMP AND STOVE CO. LTD.
TORONTO — CANADA

Power for the "Bridge of Ships"



Photo—Public Information

Photo—Public Information

Top—A convoy under full steam ahead.
Middle—Scotch Marine Boilers under construction in a plant of D. B. Co. Ltd.
Bottom—An armed merchant cruiser "on guard."

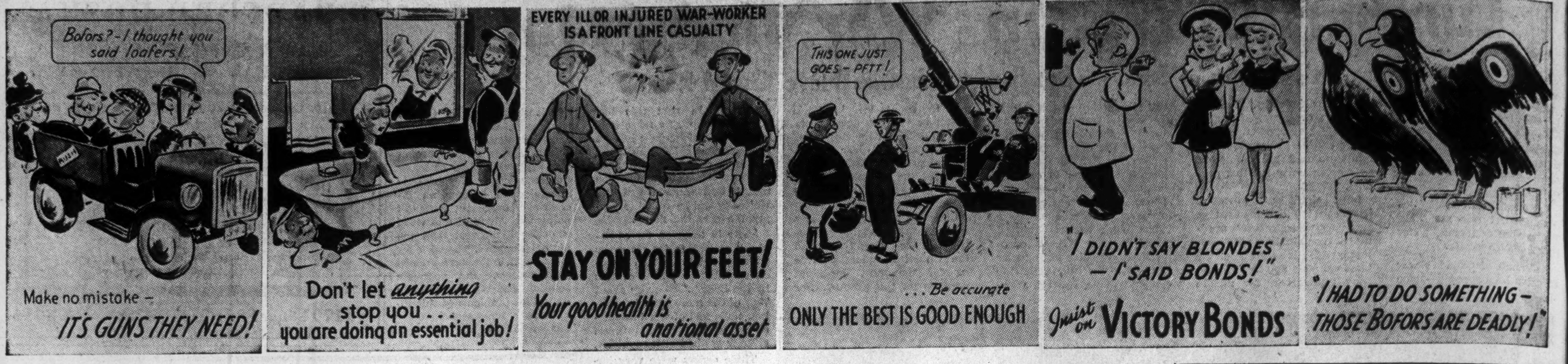
STEAM IS UP. Out from an "Eastern Canadian Port" glides a convoy, laden with men, food, munitions and materials.

Below decks great boilers generate steam — the driving force. Dominion Bridge Company Limited is producing these Boilers for Cargo Vessels and Corvettes to help maintain this vital "bridge of ships."

With our organization considerably expanded and completely equipped plants across Canada operating day and night, Dominion Bridge Company Limited is producing a wide variety of equipment and munitions for Canada's War Effort.

DOMINION BRIDGE COMPANY LIMITED
HEAD OFFICE... LACHINE (MONTREAL) QUE.

Branch Offices and Works: OTTAWA TORONTO WINNIPEG CALGARY VANCOUVER
Agencies: REGINA EDMONTON


Bofors? - I thought you said loafers!
Make no mistake - IT'S GUNS THEY NEED!
Don't let anything stop you . . . you are doing an essential job!
EVERY ILL OR INJURED WAR-WORKER IS A FRONT LINE CASUALTY
STAY ON YOUR FEET!
Your good health is a national asset
THIS ONE JUST GOES - PFTT!
. . . Be accurate
ONLY THE BEST IS GOOD ENOUGH
"I DIDN'T SAY BLONDES - I SAID BONDS!"
Insist on VICTORY BONDS
"I HAD TO DO SOMETHING - THOSE BOFORS ARE DEADLY!"

Humor Helps to Keep 'Em Rolling

Shown above are a few of the cartoons used by Otis-Fensom Ltd. to help speed war production.

Wartime Housing Fires Imagination

Big Programme Designed to be Temporary Said Sinking Deep Roots

Will Wartime Housing, Limited, some day become Peacetime Housing, Limited?

That's a question being asked by a lot of Canadians especially those in the lower wage brackets, who would like better housing for less money.

Scattered across the country they see communities which have sprung up in the last year. These follow the same pattern—straight rows of attractive little bungalows which were built almost overnight to shelter employees of new war plants.

The bungalows are neat, clean, orderly. Their paint gleams. Their tenants, in the first pride of occupancy, are planting grass, shrubs, flowers.

It is true these dwellings are not permanent—were never intended to be so. They were designed to meet an emergency, and to be "liquidated" when the need for them is gone.

The important thing about them, so far as the future is concerned, is that they represent Canada's first major experiment in building homes by mass production methods.

Build in Sections

They are not, strictly speaking, prefabricated. But they go a long way in that direction. They are assembled from standard-sized sections—wall sections, floor sections, roof sections. These sections can be erected and bolted together by four men in four hours.

The plumbing is standardized, so each joint of pipe can be mass-produced in specified lengths and installed with a minimum of time and effort. Even the wiring is standardized.

At present the wall, floor and roof sections are made in portable woodworking mills at the sites where they are to be put up.

It would be quite possible to manufacture them in a large factory, crate them, and ship them—together with plumbing and electrical equipment—anywhere in the Dominion. It is not beyond the realm of possibility that an enterprising industrialist could, when peace comes again, sell this sort of housing on a mail order basis, printing a catalogue which would show prospective customers "Bungalow No. 1—our de luxe model," "Bungalow No. 2—our low priced special" and so forth.

Protection for Postwar

When engineers and architects of government-owned Wartime Housing, Limited, designed their bungalows, they had in mind a type of building which could be dismantled without difficulty and moved away when it was no longer required. They realized that sooner or later a lot of war plants would close down and that the mushroom communities around them would cease to have a reason for existing. Houses which could be taken away in sections were insurance against postwar "ghost towns."

But it all added up to this: Houses which can be moved in sections can be prefabricated in factories and shipped where they are wanted.

The unit cost of Wartime Housing has varied according to location and other factors, but experts say that as a general rule it has been very low—this in spite of the fact that a wartime programme must give urgency priority over economy. The public seems impressed with what has been done.

Many people write Wartime Housing asking where and how they can "buy one of those bungalows." The answer, of course, is that they can't buy one. At this stage the houses are being constructed only where they are critically needed for war workers. They are not sold, but rented, with rents running as low as $15 a month. Bungalows larger than the basic four-room type, or bungalows with "extras," demand a few dollars more.

Fired Imagination

The letters indicate how keenly Canadians are watching the development — the interest there is in housing which incorporates the savings that result from a national talent for mass production. They imply that people are thinking, in effect: "We've found better, cheaper ways of making nearly everything else, but we've gone on making houses in the same old way we always made them. Now it looks as though we may have a better way to make houses."

Some authorities see the programme as the answer to the slum problem of many cities, if it is adapted to peacetime.

They say its continuation on an enlarged scale might be the means of providing a good deal of employment in the slack period when factories are being retooled for peacetime production, while at the same time it would provide better housing for workers.

They also say that even the present temporary bungalows are far superior to the housing a large proportion of the tenants has known before—new, airy, sanitary, and well equipped.

If Wartime Housing becomes Peacetime Housing, the bungalows will naturally be built for permanency.

Evolved From Loans

Wartime Housing, to some extent, evolved from a government policy which began with home improvement loans. In these loans Canada recognized the principle that governments have a responsibility in respect to the housing conditions of the people. This recognition was carried a step farther with the National Housing Act, which made it easy to get loans at low interest rates for residential building.

An emergency measure, Wartime Housing was directly aimed at a situation which threatened to be a bottleneck in war production. War plants needed workers, but people could not move in to work unless they could get some place to live. They could not build houses they would only occupy while the war was being fought. Private capital would not risk financing housing which might be used for one year, or two, or three, and then perhaps be vacant for all time. Wartime Housing was the answer.

Was a Precedent

While it arose purely from this emergency, nevertheless it established a precedent of sorts, by bringing the government into the picture as a home builder and landlord. Precedents die hard.

There is another—and closely connected — wartime trend which architects and town planners are following closely and trying to interpret in terms of the future. This is the decentralization of industry.

Many of the new war plants have been built in rural and semi-rural districts, where the land they required could be obtained at low prices. Wartime Housing took the workers to the plants—built their houses around the plants. Families from hot, crowded neighborhoods in the big cities moved out into the fresh air where they live in self-contained dwellings — dwellings with plots of land around them—instead of in tiny, cheap flats.

A professor of architecture told The Financial Post that this decentralization has been the dream of town planners for years.

"It took the calamity of war to make it come true," he said.

See It Continuing

He is not alone in the opinion that this trend will carry on when peace comes—that industrialists and workers alike now realize the advantage of it.

For one thing a considerable number of the war plants will probably be converted to the production of consumer goods, so that the workers' colonies which surround them now will become permanent. Town planners see them acquiring community halls, churches, parks, playgrounds, swimming pools, and making their growth conform with a more or less idealistic design for living.

They point out that in Great Britain and the United States there are industrial plants around which such communities have been built.

These, then, are the possibilities wartime construction, industrial and residential, may hold for the postwar period:

Factory-built houses turned out on a mass production basis to give people better housing for less money.

Increased participation by the government in the field of housing, perhaps as a measure to provide postwar employment.

Industrial decentralization, with workers living in self-contained dwellings close to the plants which employ them.

It's far too soon to say whether any of these things will materialize. But they are trends worth watching.

Canada may not have had as serious a slum problem as older countries. Nevertheless, Canada has had slums—and still has them.

Canada Lagged

And Canada has lagged behind other progressive countries in getting rid of tumbledown tenement districts and providing decent housing for those who earn low wages.

We have nothing, for instance, like the Federal Housing Authority of the United States.

As England and a number of European countries had done earlier, the U. S. accepted the premise that housing is a necessity, that poor housing means costly social conditions, and that the State should furnish adequate housing for those who cannot afford to buy it on the open market.

F.H.A. was established, and has since built large modern apartments which are rented—at very low rents—to people whose incomes do not exceed specified sums.

These apartments, usually so arranged that they surround spacious open courts which serve as playgrounds for children, in the last few years have become part and parcel of most of the major American cities.

There was a good deal of doubt, at first, about what would happen to them. One group argued that slum-dwellers created slums—that the apartments would soon be dirty, dilapidated and hardly better than the tenements from which the tenants would be drawn. Others said this was wrong—that if people were given decent housing they would keep it decent. So far the latter has been right.

British Aim High

In the midst of war and in the front line of battle the British are thinking much these days about housing and town planning. German bombs have destroyed slums which grew over the centuries. This, say the British, is the time to see that slums are never again permitted—that the men who are fighting for their homes are given houses fit to live in.

In Canada, where housing has never been the political issue it has been in other countries—where no party has ever had housing as a major plank in an election platform — interest is awakening along similar lines. True, the slums in this country have not been bombed.

But the war has brought home several things. Chief among these is the fact that Canada has had for some time a shortage of housing. This grew out of the depression years, when families with reduced earnings were forced to "double up" in inadequate dwellings. Through these years building was virtually at a standstill; certainly, it did not keep pace with the normal growth in population.

Once the war increased earnings, and more people got the wherewithal to maintain a better standard of living, it soon became obvious that there was not enough housing accommodation to go around. A wave of building followed, but this is now being restricted—dammed up for the future, it might almost be said—by shortages of materials and building mechanics.

Big Era Ahead

Various factors suggest that the postwar period may usher in a tremendous programme of residential building. One is that thousands who are systematically investing in war savings and victory bonds picture these investments in terms of brick and mortar, hardwood floors and fireplaces, tile bathrooms and chromium kitchens.

These people, when the war ends, will have money for home building.

A lot of them are interested in the developments of Wartime Housing, Limited, because they feel that even if they want brick walls and some of the fancy trimmings which make life more graceful, they may be able to get better value by taking advantage of some of the principles the government-owned company has put into practice.

Made Permanent

Brick walls, for example, could be built around a prefabricated framework; plumbing pipes for brick houses could still be precut to specifications; floors and roofs could still be assembled from standard-sized sections.

If the decentralized trend of industry continues — and provided, of course, that the government does interest itself in postwar housing improvement —bungalows might prove best suited for suburban communities, while multiple row apartments might be best for the large cities.

Meanwhile the town planners, men who dream of a future when communities will be neat, clean, orderly, functional and attractive, are busy planning—and hoping.

ANSWERING THE CALL!

The vast battle now raging across all continents and oceans is being decided not only with guns and bombs but also with factories, fleets and railroads. These great implements of total war — ships, planes, trains, industries — must be protected against the elements as well as against the foe. Here International Paints, a world-wide paint organization, is proudly in the forefront of Service, being a foremost supplier of paints and finishes to Allied railroads, industries, and to Allied fleets, civil and military, on sea and in the air.

TRADE MARK REGISTERED

International Paints (Canada) Limited
HALIFAX · SAINT JOHN · MONTREAL · TORONTO · WINNIPEG · VANCOUVER

FIGHTER-BOMBER FORMATION . . . . .

ONE BOMBER IS—ONE BOMBER. THREE BOMBERS ARE A FLIGHT. BUT WHEN A HUNDRED BOMBERS ARE SUPPORTED BY ANOTHER HUNDRED AND ANOTHER AND ANOTHER . . . . THEN YOU HAVE AN ARMY OF THE AIR. A WEAPON OF OFFENSE. THE BOLINGBROKE PRODUCTION LINE IS GEARED TO DO ITS PART IN BUILDING THIS AIR ARMY AS QUICKLY AS HANDS, BRAINS AND MECHANICAL INGENUITY CAN DO IT.

FAIRCHILD AIRCRAFT LIMITED
Longueuil (Montreal) Canada

THE FINANCIAL POST

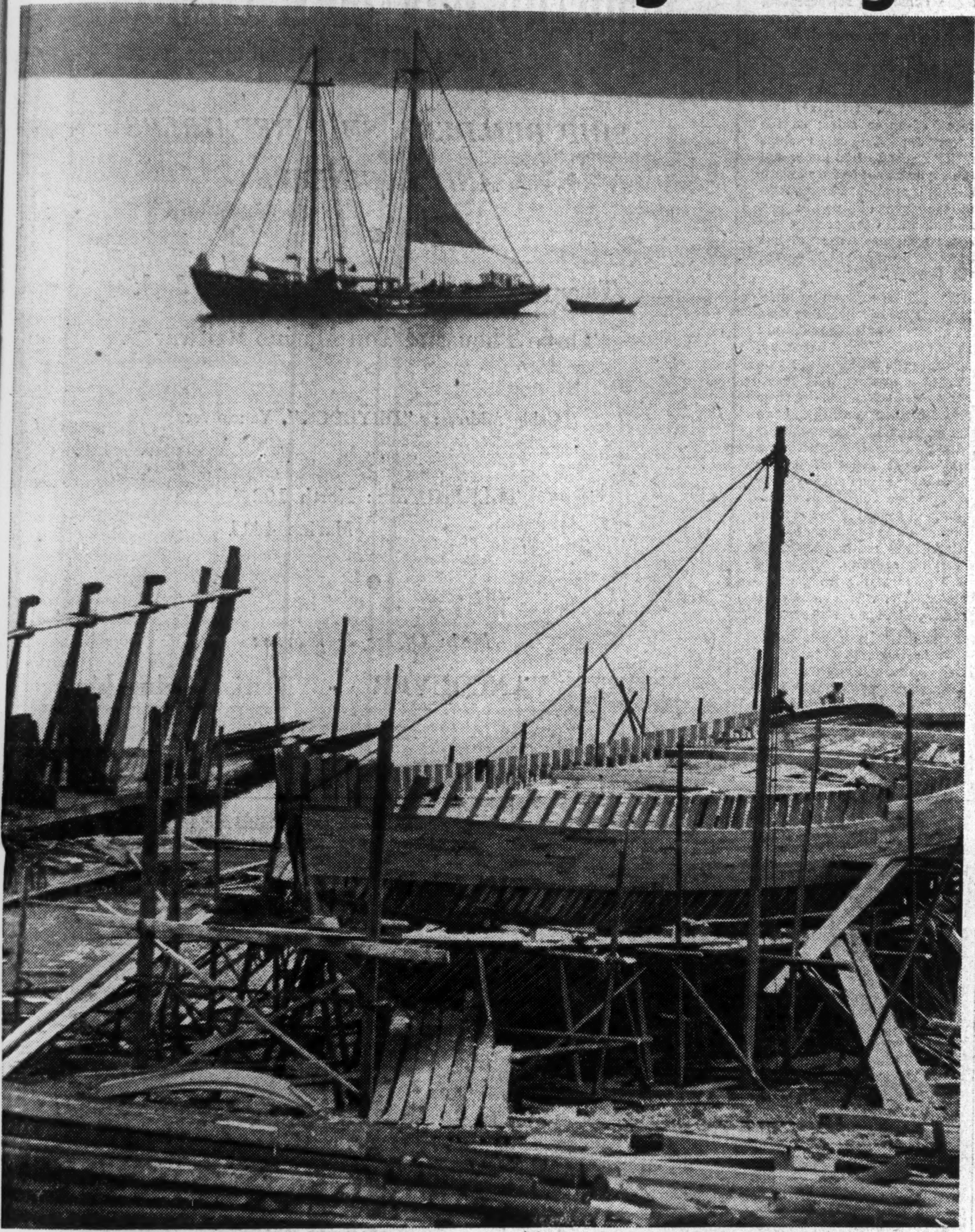
Largest Circulation of All Canadian Financial Papers

Vol. XXXVI Member of Audit Bureau of Circulations PUBLICATION OFFICE: TORONTO, APRIL 25, 1942 10c a Copy; $5.00 a Year No. 17

Canada's War Production on Parade

April's Monthly Survey Includes Shipbuilding and Construction

From Humble Beginnings Ship Industry Grows Great To Meet Challenge of War



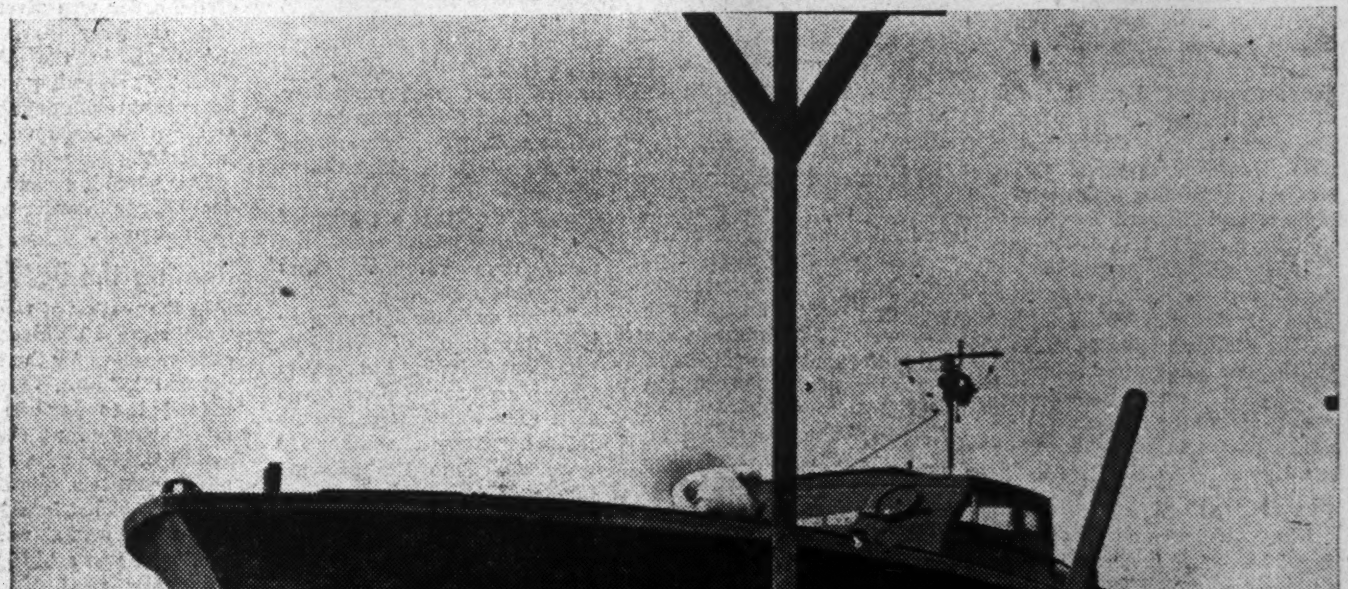
By 1939 this once-great industry had shrunk to the building of a few schooners and pleasure boats, a little repair work. Canada had barely enough men to sail her tiny fleet.

In two bustling years of war, the industry has been re-created. Over 30,000 officers and men now sail the more than 350 ships of the Canadian Navy. In ship and boat yards from coast to coast the spring sun glints on the makings of the biggest fleet of merchant and war ships in Canada's history.

It Makes Cargo Ships . . .

. . . Fine Naval Vessels . . .

And Fast Motor Boats



Cargo Shipbuilding—Our Most Pressing War Order

Half-forgotten Skills Leap to Prominence as Canada Moves to Beat the U-Boat

By ALLAN C. MacNEISH
Editor, Canadian Shipping and Marine Engineering News.

The importance of cargo ship construction in Canada may be best illustrated by its position with respect to the procurement of materials. It has priority over all other industries, including aviation, tanks and guns.

The reason for this is that, without sufficient cargo ships, there can be no tanks, guns, men or any great number of aircraft to carry on the fight. The men in the front lines also require adequate food and ammunition supply. When the distant front line falls, the shores of Canada become the battlement. What that means is only too dark to prophesy.

What do these new cargo ships really mean?

It was lack of supplies caused through lack of shipping that resulted in the downfall of Singapore, of Hong Kong, of Crete and Greece. That these ships were not available was emphasized by Sir Gerald Campbell the other day in the United States when he said "Great Britain has shipped 80% of the total military production overseas and has shipped every soldier for whom there was shipping space."

Despite the fact that every ship that could be put to sea, including many that had been built last century, had been pressed into service, there was a tremendous gap between what was required and what was available.

Lost One Third

One of the main reasons for this condition was that the United Nations had lost about one third of their total prewar merchant fleet by enemy action before the United States entered the war. Replacements were being made at the rate of one new ton of shipping for every four tons lost. The total merchant shipping losses up to the present time by the United Nations is well beyond the ten million ton mark. It is also well to remember that during the first three months of this year, some half million tons of merchant shipping has been lost off the coast of the United States and Canada.

In the late fall of 1940, the shipping situation was noticeably acute. Something of a radical nature had to be done, and done quickly, to replace the losses with a huge new shipbuilding programme.

Blackout Shipbuilding

Only 20% of British shipyard capacity was operating on cargo ship construction; the remainder turning out naval ships, tanks, guns and other armaments of war. These yards were operating under blackout conditions and were popular targets for Nazi air raiders. The inevitable result was a series of interruptions, in repairing machinery and getting up fresh workers to take the place of those killed or wounded. The peak of British cargo ship construction — 1,390,000 tons a year reached in 1918—was still to be attained.

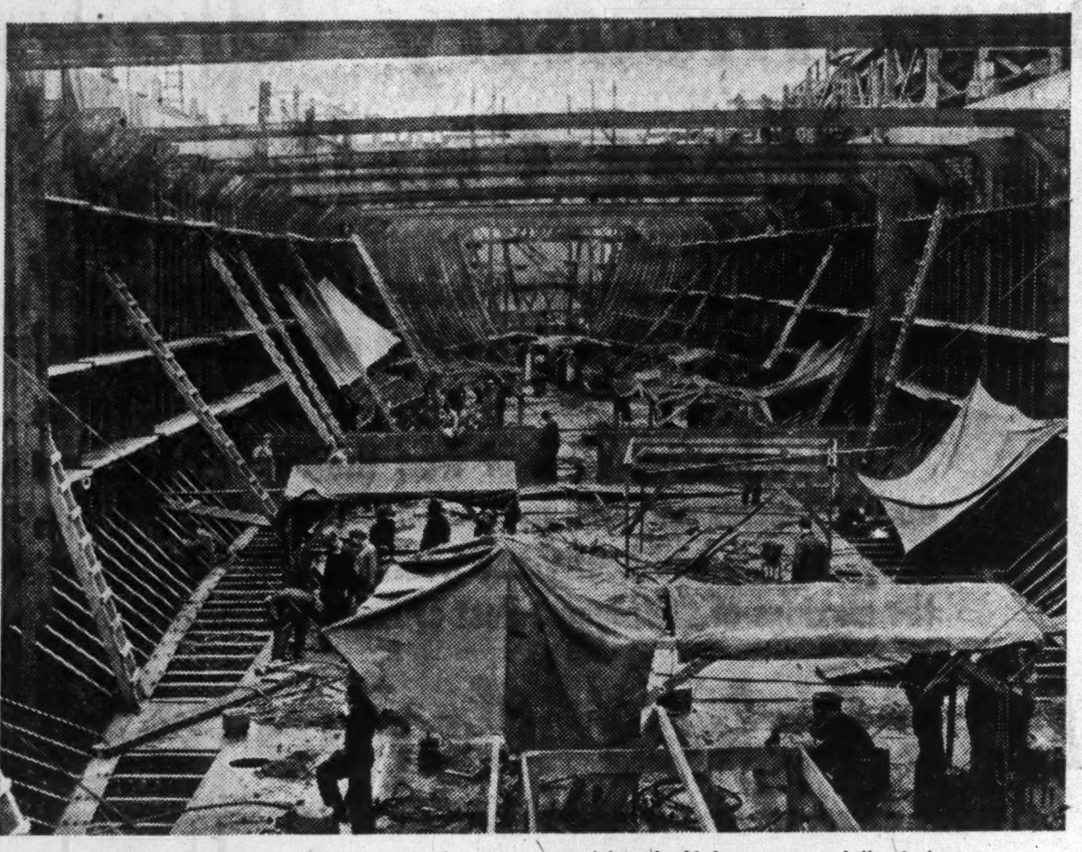
The British Government decided to order the necessary new ships in Canada and the United States. That was in Dec., 1940. Plans were immediately arranged and in Jan. 1941, the first orders for 10,000 ton cargo ships were placed with Canadian Vickers Co., Davie Shipbuilding & Repairing Co. and Burrard Drydock Co. Six ships had to be built at each yard. The following month two more were ordered from Burrard Drydock Co.

This reintroduction to cargo ship construction after a lapse of around 20 years unearthed many seemingly insurmountable barriers to adequate progress.

Hard Starting

The programme was not large in the light of that conducted during the last war. In May, 1918, there were 196 steel and wooden cargo ships on order from 45 shipyards in British Columbia, Ontario, Quebec, New Brunswick and Nova Scotia. These ships had a total tonnage of over 715,000 tons, compared with 200,000 tons in Feb., 1941.

However, the intervening 20 years had witnessed the gradual disappearance of the great mass of these yards and the dismemberment of those that survived. The building of small corvettes and minesweepers had caused a reawakening of the existing yards, but without any evidence of real expansion. Many of the 40-odd shipways suited to the construction of steel deep-sea ships over 130-ft. long were repaired, and some general renovation was made in the mechanical shops in the shipyards. Several large engineering plants throughout the Dominion were pressed into making main engines, boilers, and auxiliaries for these ships. Nautical instruments, which had hitherto been imported, was introduced as a new Canadian industry. Electrical marine equipment, including apparatus for detecting submarines and counteracting the effect of both magnetic and acoustic mines, were being made to a large extent in Canada. But an appreciable amount of material was still being imported.



Rapidity with which Canada has regained her half-forgotten skill of shipbuilding is one of the outstanding achievements of the war. While the programme is one of the most pressing on the production schedule, the vessels themselves are complete, well-built cargo ships. In contrast with many of the ships built in the first world war, the Canadian ships are streamlined steel construction.

A Few Bottlenecks

The main bottlenecks at that time were in obtaining the supplies of highly specialized material from overseas. It was holding up delivery of naval ships in some cases for several months.

Steel supply was another holdup. This was due, in many cases, to lack of adequate planning, as it was generally one or two items that were causing the delay.

Skilled labor was a problem, but not a bottleneck. There were sufficient skilled workers available to form a sound nucleus for ship and machinery construction, and the various shipyards and engineering plants trained men who were skilled in allied lines, as well as raw recruits to industry, to suit requirements.

The cargo ship construction programme opened up the industry in almost spectacular fashion. These ships had to be built in a hurry, yet the naval construction programme was not to be impeded in any way. There was to be no interruption to existing work. It was, in short, a supplementary programme as far as the shipyards were concerned.

Not Enough Capacity

It was only then realized how inadequate were the existing resources. Only three shipyards had shipways available that were large enough for such work, and these were limited to about nine shipways. Only nine of the 10,000 ton cargo ships could be built at the one time under the then existing conditions, and even that would interfere with naval construction output. It was further learned that instruments and other technical apparatus could no longer be imported from Britain due to continued sinkings, the technicalities of the U. S. Lease-Lend Act, and to pressure of work in British engineering shops. On top of that, the U. S. had embarked on a greatly extended cargo ship construction programme, by the Maritime Commission. This tied up much essential material.

The result was that shipbuilding became a more diversified and larger job than had ever been tackled by Canada at any time in the past; more especially when the mounting ship losses had resulted in an expansion of the programme to several times that of the original. By April of last year, the requirements of new cargo ships had grown from 20 to 120; and these ships were all urgently required.

No one man could handle the diverse and extremely difficult job. David Carswell had done an excellent job up to that time with the limited resources at his disposal, as controller of shipbuilding and ship repairing.

Minister of Munitions and Supply, C. D. Howe, arranged for the breaking up of the marine programme into three separate divisions:

(1) Ship repairing and ship reconditioning.

(2) Naval construction.

(3) Cargo ship construction.

Wartime Merchant Shipping

On April 4, 1941, a new government-owned company, Wartime Merchant Shipping Ltd., was organized, with Harvey R. MacMillan at the head, and a board of six directors, including E. A. Arscott, Toronto; Hon. F. B. McCurdy, Halifax, N.S.; Geo. C. McDonald, Montreal; James D. McKenna, Saint John, N.B.; Alfred H. Paradis, Montreal; and Austin C. Taylor, Vancouver, B.C. Col. A. H. Cowie, general manager of Dominion Bridge Co., was made general manager of the company; and B. McCoy was brought in from the Steel Company of Canada.

The first question facing the company was where and how best to build these ships. Should they resort to the large scale central plant idea as exemplified by Hog Island shipyard in the last war, where fifty shipways were constructed in the one yard? Or should they develop existing shipyard facilities, open up old yards, and construct new shipyards, so as to spread the work around where shipbuilders lived and get the work going immediately? The latter policy was decided upon. It had most advantages. The considered opinion of U. S. shipbuilders who knew the Hog Island enterprise, was that a replica of Hog Island could cause too many griefs and almost insurmountable difficulties.

Within a matter of days after the formation of Wartime Merchant Shipping Ltd., orders were placed for 96 more cargo ships to be constructed, and the following month another 10 were added to the growing total.

Spread the Orders

The present status of contracts authorized is 154 cargo ships of 10,000 ton class and 18 cargo ships of the 4,700 ton. The orders were spread around to 13 shipbuilding companies, one operating two yards, making a total of 14 yards operating 42 berths for 10,000 ton ships and nine berths for 4,700 ton ships, a few of which are still under construction.

This was not just a matter of ordering and waiting for delivery. Half of these shipyards had to be built on almost virgin land, and every one of the other shipyards was extended to as much as more than twice the original size, while new shops were built and a full complement of machinery installed.

The building of shipways was in itself no mean task. The land had to be excavated and piered to withstand the heavy weight of the ships, on top of which a ship's bed or berth had to be built. In many cases the foundation had to be blasted, where any rock protruded, to make an even, levelled base.

Shipyard workers had to be trained on an extensive scale. Skilled labor and material were at premiums and could not be readily used in training recruits. A policy of training these recruits in outside technical and trade schools was therefore resorted to.

Planning Production

Planning production was really the biggest job in the whole undertaking. There had to be a correlation between shipyards and plants supplying such material as steel to the yards, and there had also to be a very close liaison between the shipyards and the works supplying machinery and other manufactured goods.

An idea as to the diversity of these materials is seen in the fact that some 500 plants throughout the Dominion are supplying material to shipyards, and the machine shops in the 84 pulp and paper mills across the country, the northern metal mines and other outside industries have been utilized to cut down the various obstacles as they reared their stubborn heads. To arrange for this, the production divisions of Wartime Shipping were brought into play, with the many agents keeping an intimate contact with each and every contributory company and making periodical reports on progress made. When it appeared that any one company could not make the grade, part of the order was given to another company that could do the work in the stipulated time. This spreading out policy has meant much detailed work and has required very sound judgment.

This planning went a great deal deeper in order to simplify production.

Beating the Bottlenecks

In the matter of wood, there were some 16 different varieties specified for the ships. To prevent holdups, the list was extended to include several alternatives for each type specified. It was the same with other materials.

The steel bottleneck, one of the most acute, was not a matter of just asking the mills to supply steel. There were close to 1,500 different kinds, sizes and grades of steel used. This included the various thicknesses of steel plates; sizes and shapes of structural steel; sizes of steel pipes, flat bar, round bar, square bar and hexagonal bars; and the various alloy contents of the steels.

Plate thicknesses were reduced to about 25% of the original number, and the other steels standardized in size, shape and kind to a minimum, with the result that steel mills could operate more continuously on large orders instead of continually interrupting their production sequence to suit a large variety of small orders.

The method of ordering material to suit the supplier's capacity was arranged, and this was tied in to the priorities system in the United States in such a way that Canadian shipyards could obtain any necessary supplies from the United States with as much facility as any U. S. shipyards.

The two types of cargo ships being built in Canada are of British design and were British engineered. Their tonnage represents the cargo carrying capacity plus any fuel and food consumed on the voyage. They are powered with 4-cylinder triple expansion reciprocating engines getting their steam from Scotch marine boilers.

Speed Too Low

Some criticism has been levelled at the relatively low speed of these ships; as the latest Japanese cargo ships make a speed of 18 knots and the surface speed of a modern U-boat is around 22 knots. Also at the type of engines and boilers, which are of very low efficiency, and are almost identical to types built during the last war.

The primary reason for making the type of machinery used was because of its simplicity in manufacture and operation, and speed in production. As no Canadian company had previous experience in making large steam turbines, and as the two Diesel-engine manufacturing plants in the Dominion were working at capacity, it was felt that the time angle greatly favored the equipment selected. To increase the power plant in the ship to gain higher speed would have reduced the cargo carrying capacity. The speed also fitted well with the convoy system, where some ships could travel no higher than seven knots.

It is interesting to record that during the last war cargo ships were equipped with geared turbines that allowed for a speed of 11 knots. But these engines were imported from Britain.

Another matter that has brought criticism is the large amount of riveted construction of these ships, which amounts to about 90% of the total; and to the lack of greater appreciation for the merits of prefabrication. These are details that are being gradually ironed out and will be improved upon in the near future. Welded ships, which were first introduced during the last war in Great Britain, are finding more support and acceptance with the rapid development that has taken place in this branch of shipbuilding during very recent times.

The variety of demands made on Canada in the shipbuilding programme has opened up many hitherto unknown talents. What was believed to be a highly specialized job has been done with great success in many places, more especially in the manufacture of the highly intricate nautical instruments, which appear to be destined to be an important new industry for Canada, for home consumption and for the export market. In all, approximately 95% of the completed ship is manufactured in the Dominion.

BURRARD DRY DOCK COMPANY
LIMITED

SHIP BUILDERS, SHIP REPAIRERS
AND ENGINEERS

●

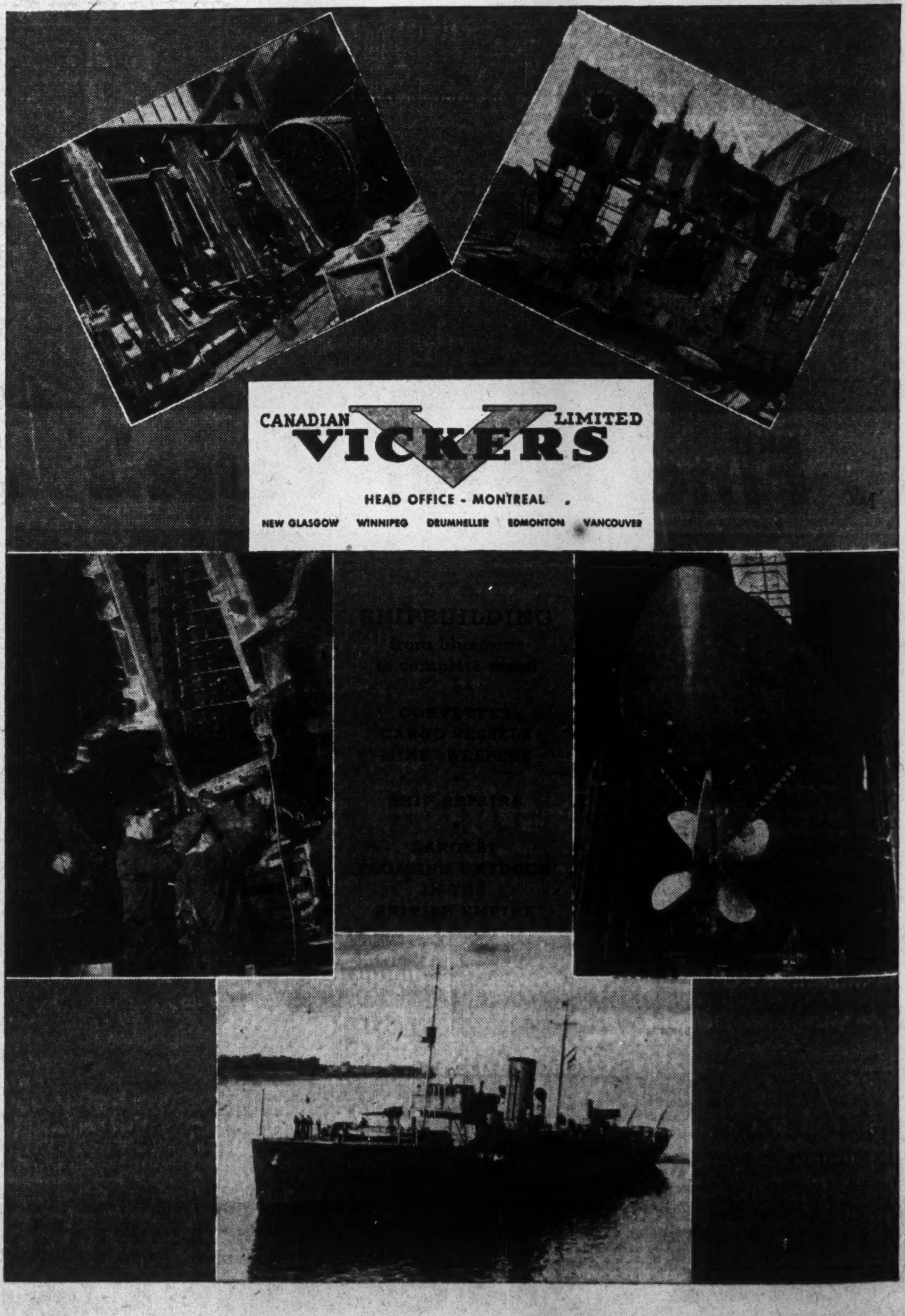
Twenty Thousand Ton Floating Drydock
Three Thousand Ton Marine Railway

Cable Address: "DRYDOCK", Vancouver

TELEPHONES: North 102
Marine 4411

●

Main Office & Works:
NORTH VANCOUVER - British Columbia

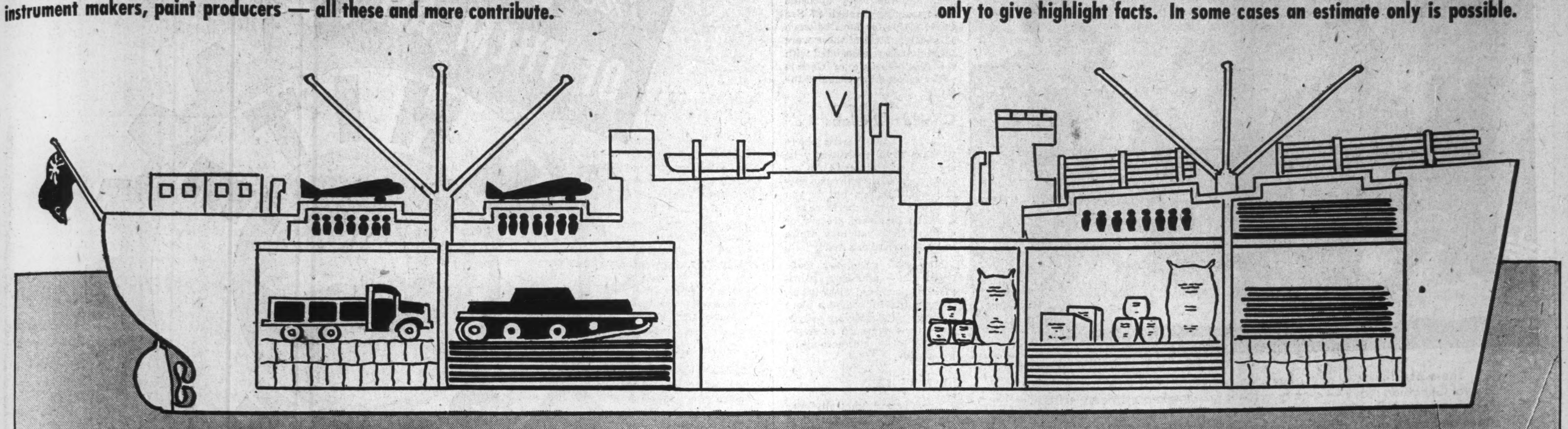


CANADIAN VICKERS LIMITED
HEAD OFFICE - MONTREAL
NEW GLASGOW WINNIPEG DRUMHELLER EDMONTON VANCOUVER

Facts for the Landlubber About a 10,000-Ton Cargo Ship

Scores of industrial plants supply the shipyards that supply the ships. Steel plants, machine shops, pump makers, electrical equipment manufacturers, fine instrument makers, paint producers — all these and more contribute.

Presented below is information about a cargo vessel that will be "old stuff" to sailors; news to many others. This does not purport to be complete; only to give highlight facts. In some cases an estimate only is possible.



Tonnage

10,000 short tons represents carrying capacity plus dead weight of ship, crew, etc.

9,300 long tons, same as above.

7,000 long tons is British measurement representing total space utilized on basis of 100 cubic feet equals one long ton.

4,500 tons net tonnage or approximate actual weight of ship on scale which equals weight of water it displaces.

Crew totals about 50

Probable distribution

- Captain
- 2-4 watch officers
- chief engineer
- 5 assistant engineers
- 14 trimmers, greasers and stokers
- 3 quartermasters
- 1 boatswain 1 carpenter
- 3 able-bodied seamen
- 2 wireless, 4 kitchen
- 10 deck hands
- 6 defense crew

Lumber

Bridge, compass room and chartroom lined with mahogany to protect compass from interference.

Steel

Plates and shapes gross probably 2,000 tons and are being supplied by virtually every steel plant in the Dominion.

Deck Machinery

About 40 tons of winches, cranes, auxiliaries, etc.

Propeller

Diameter of 18'-6" in manganese bronze. Weight around 25 tons.

Engines

plus equipment, transmission, etc., weight approximately 500 tons.

Boilers

Two for each ship.
Weight about 120 tons each.

Defense

Anti-aircraft machine guns.
Naval gun.
Weight plus mountings and stabilizers perhaps 40 tons.

Food Supply

Probably 36 tons
Estimate 12 pounds per man per day, including waste and packaging. Ration is about 5 pounds daily. Ship likely to victual for round trip.

She Rides

About one inch higher in the water daily due to consumption of food and fuel.

Probably eight inches higher in salt water than in fresh, draught is about 14 feet.

Equipment

Rope — about 2 tons for winches, fenders, hammocks, fastening, etc.

Piping — about 20 different systems required.

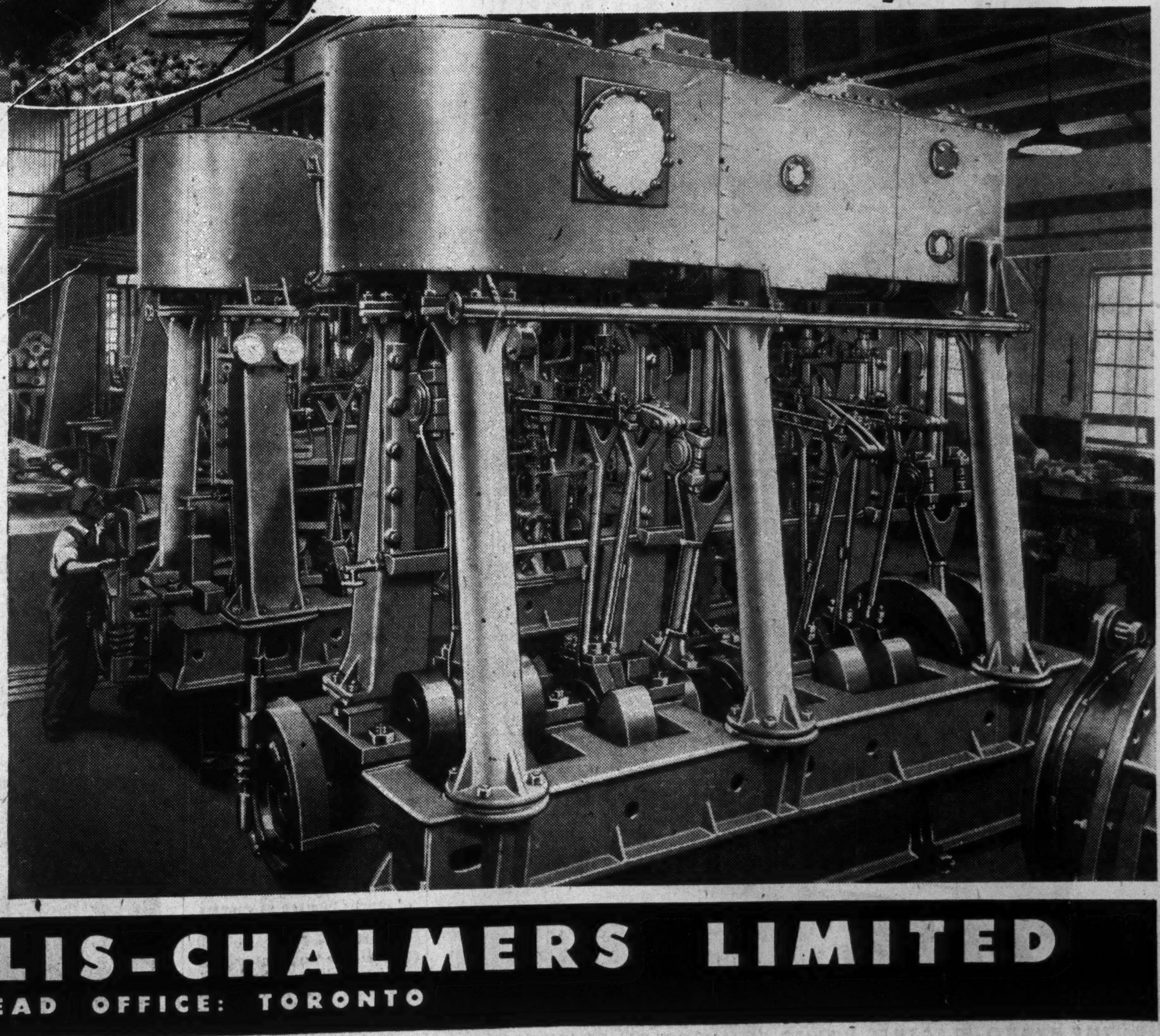
Refrigeration — mechanical systems for cargo & stores.

Concrete — in floors and in bulkheads for stiffening.

Pitch pine — for deck planking.

Paint—in peacetime the paint pots are busy whenever a crewman has an idle moment. In war there are few idle moments, little painting.

Chart by The Financial Post



Sea Power is Our Job, too!

Mass Producing
Marine Engines that Power
Canada's Minesweepers and Cargo Boats

Most crucial of all today's battles is the battle of production. More weapons of war and more ships to carry them to the fighting areas are needed NOW.

Among the urgent tasks which have been entrusted to C.A-C, is the mass production of marine engines . . . for Canada's minesweepers and cargo boats . . . a task which makes exceptional demands upon productive effort and resources . . .

As the hulls of Canada's new ships swing from the slip-ways, these vital propulsion units are ready. For, today, "sea power" is a C.A-C job, too!

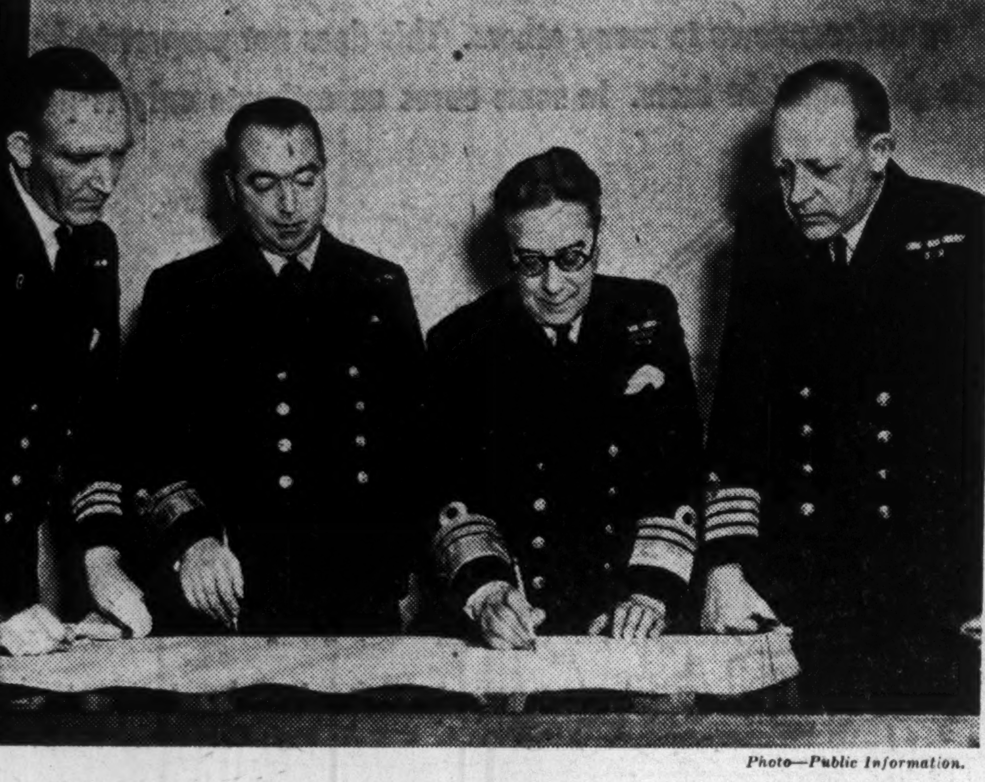
Other C.A-C products include: Circulating Pumps, Condensers, Rudders, Engine Castings for Minesweepers and Cargo Boats, and Hydraulic Turbines, Pumps, Texrope Drives, Crushing, Grinding, Mining and Smelting Equipment for Canada's War Industries.

42-CAC-4

CANADIAN ALLIS-CHALMERS LIMITED
HEAD OFFICE: TORONTO

ere's What Our Navy Does

Coastal Protection and Atlantic Patrol are Two of Its Jobs



Photo—Public Information.

These are the men who direct the activities of the rapidly-growing Royal Canadian Navy — a navy which is growing in prestige as well as in size, and playing an increasingly important part in convoying merchantmen and troop ships. Members of headquarters staff, they are, from left to right: Captain H. N. Lay, director of the operations division; Captain H. E. Reid, deputy chief of staff; Vice-Admiral Percy W. Nelles, chief of staff, and Captain E. S. Brand, director of naval intelligence.

ch in the public eye, much on the job is Navy.

now to over 350 ships and 30,000 officers the Royal Canadian v boasts 13 destroy- of which were this quota under the troyer-base deal.

ore destroyers in the class are being built Great Britain and air planned for con- in Canadian ship- well we have three cruisers, formerly the hips (Robert, Henry) and attached to the National Steamships to the outbreak of

e a rapidly growing vettes and 15 or more ships of war (mostly yachts) plus steel en minesweepers and a large number of smaller craft being delivered week by week from Canadian boatyards.

Triple Threat

Hard for most people to understand is the distinction between R.C.N. (Royal Canadian Navy); R.C.N.R. (Royal Canadian Naval Reserve) and R.C.N.V.R. (Royal Canadian Naval Volunteer Reserve).

The fact is that most of the men in Canada's Navy enter through the R.C.N.V.R. since tradition draws a line between those permanently in the service and those who have signed up simply "for the duration." Only officers and men who join up permanently,—for the minimum engagement of seven years—become members of the R.C.N. which is the permanent force.

The Royal Canadian Naval Reserve includes the men of the mercantile marine—those who make their living at sea. They form a trained reserve who are, more or less automatically, called for duty in time of war.

Hold to Tradition

Training of the Navy is done through 18 "shore" establishments where recruits report for a preliminary eight weeks' course. To maintain Navy tradition, each of these divisions is commissioned as a warship and named accordingly.

By September of this year Canada will have a permanent Royal Canadian Naval College at Hatley Park near Esquimalt, B.C. The full course will take two years and will start with an initial quota of 50 men selected from various provinces.

Our Navy also maintains special training schools to meet its trade and professional needs. Besides a "pool" of chaps anxious to join the Navy but for whom places are not presently available, the Navy sponsors cadet training through 27 Sea Cadet Corps for boys between 12 and 18. Most of these were formed and are associated with the Navy League of Canada under direct supervision of the R.C.N.

Choice of 29 Jobs

There are 29 different jobs to which a naval recruit may be assigned or promoted. An ordinary seaman requires no special qualifications but if you have two years' experience as a clerk in a hardware, grocery, or clothing store you may aspire to be a sail-maker's mate.

Men with customary trade experience — plumbers, painters, blacksmiths, electricians, cooks may readily find a place along with those having sedentary experience such as stenographic, banking or accounting knowledge.

N. S. H. Q.

There is no "Admiralty" nor are there any "Sea Lords" in Canada's naval setup. Something of their equivalent is found, nevertheless, at Naval Service Headquarters known as N.S.H.Q., Ottawa.

Stemming from the Minister of Naval Services Hon. Angus L. Macdonald is a naval board which might be said to correspond in many respects to the British Board of Admiralty.

In Britain the Admiralty Board has as its members the British Sea Lords. Our board includes on its membership the Chief of Naval Staff (Vice Admiral P. W. Nelles); a financial and civil member, the Vice Chief of Naval Staff (Commodore H. E. Reid), the chief of Naval Personnel (Capt. T. H. W. Grant), the Chief of Naval Equipment and Supply (Capt. G. M. Hibbard), the Chief of Naval Engineering and Construction (Engineer Capt. G. L. Stephens) and a financial and civil member W. G. Mills, Acting Deputy Minister for Naval Services.

Board of Directors

Broad policy is determined by four top-ranking officers—the Chief of Naval Staff, the Vice Chief of Naval Staff, the Director of Naval Intelligence and the Director of Operations. The Naval Board is an advisory body. Operations at sea are in charge of the men who command Canadian naval stations on our east and west coasts, Newfoundland and elsewhere. Convoy duty is in charge of Senior Officers of Escorts. Other naval control officers in command at key points report directly to men in charge of our two most important bases—Rear Admiral Jones, Commanding Officer of the Atlantic coast, and Rear Admiral Murray, in command of the forces based on Newfoundland. Canada's naval Commanding Officer on the Pacific coast is Commodore W. J. R. Beach. Though the Canadian Navy has seen service in almost all parts of the world their chief responsibility is clearly in the North Atlantic, especially out from the Atlantic ahd Newfoundland coast.

The Biggest Job

Biggest specific task assigned the Canadian Navy is its share in the Atlantic patrol. More than 9,000 ships have left Canadian shores for Great Britain, carrying some 55 million tons of cargo.

Our job started six days after war broke out. There has been no single loss as regards troop ships escorted and a surprisingly small number of vessels lost by enemy action while in convoy.

Another job is the coastal protection and patrol in Canada's defense zone on both the Atlantic and the Pacific shores—a job which has gained increasing importance in recent months.

The Canadian Navy has also been assigned service in naval patrol in the Carribean and other special duties in British waters from time to time. There has been continuous loan of personnel to the Royal Navy as well as a supplying by Canada of ratings to serve as gunners or in similar capacity on merchant ships.

One of the tough but important jobs which must be carried out in fair weather or foul is minesweeping. Day after day our ships steam along their appointed course, dangling their sweeping wires astern.

Hydro HORSEPOWER means SEAPOWER!

ntario's Shipyards
uild 37 Types of Ships
To Help Win the War!

Down the ways in busy Ontario hipyards comes a long line of cor- ettes and cargo ships, mine-sweepers and patrol boats—37 types of ships— swiftly adding to the Royal Canadian Navy and our Merchant Marine. In Canada's victory program, sea strength is of paramount importance.

And from keel-laying to launching, Hydro-Electric energy is indispensable. Day and night, thousands of workers in "the yards" use their full share of 500,000 electrical horsepower supplied by Hydro to Ontario's wartime industries. In other plants scattered all over the Province other thousands of workers on machines powered by Hydro are producing steel, engines and equipment to feed these shipyards.

Today, every Ontario citizen desires to do his utmost and can therefore take pride in the fact that Hydro is providing well over 2,000,000 h.p. to assure the victory program and to maintain all essential services.

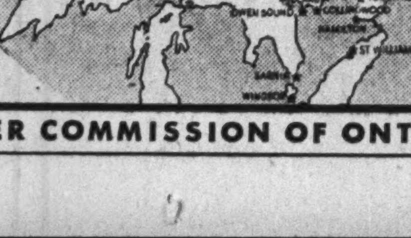
Because Hydro is vital to victory we must all be economical in its use in shop and home—not only to conserve electricity but, also, to save many metals and materials which are essential to the production of weapons of war. Let Victory come first!

TO SAVE ELECTRIC CURRENT

Operate your electric range with the automatic switches according to directions. Cook several dishes at one time in the range oven, using only the bottom element. Never leave heating elements on 'high' a moment longer than necessary. Have your electrical dealer or local 'Hydro' keep your appliances in good repair.

BUY MORE WAR SAVINGS CERTIFICATES REGULARLY
There must be no interruption in the flow of food, guns and munitions to Canada's armed forces.

REMEMBER—it's YOUR HYDRO SYSTEM—



HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO

The PICK OF THEM ALL!

WHITE ROSE

MARINE LUBRICANTS

CANADIAN OIL COMPANIES, LIMITED

HEAD OFFICE: TORONTO — EXECUTIVE OFFICE: MONTREAL — DIVISIONAL OFFICES: MONCTON, MONTREAL, OTTAWA, TORONTO, NORTH BAY, LONDON, WINNIPEG, CALGARY—REFINERY: PETROLIA, ONT.

Typical group of propellers such as we are supplying for Corvettes, Steam and Diesel Minesweepers, Fairmiles, Towing Boats, Rescue Vessels, Crash Boats, etc.

FOR CANADIAN SHIPS

To serve the British Empire

We are licensed manufacturers in Canada for steam and electric-operated anchor windlasses and steering gears to the designs of Messrs. Thos. Reid & Sons, Paisley, Scotland. Also in larger sizes, anchor windlasses and mooring winches to the designs of Messrs. Stothert and Pitt, Bath, England.

The WM. KENNEDY & SONS Ltd.

OWEN SOUND, ONTARIO

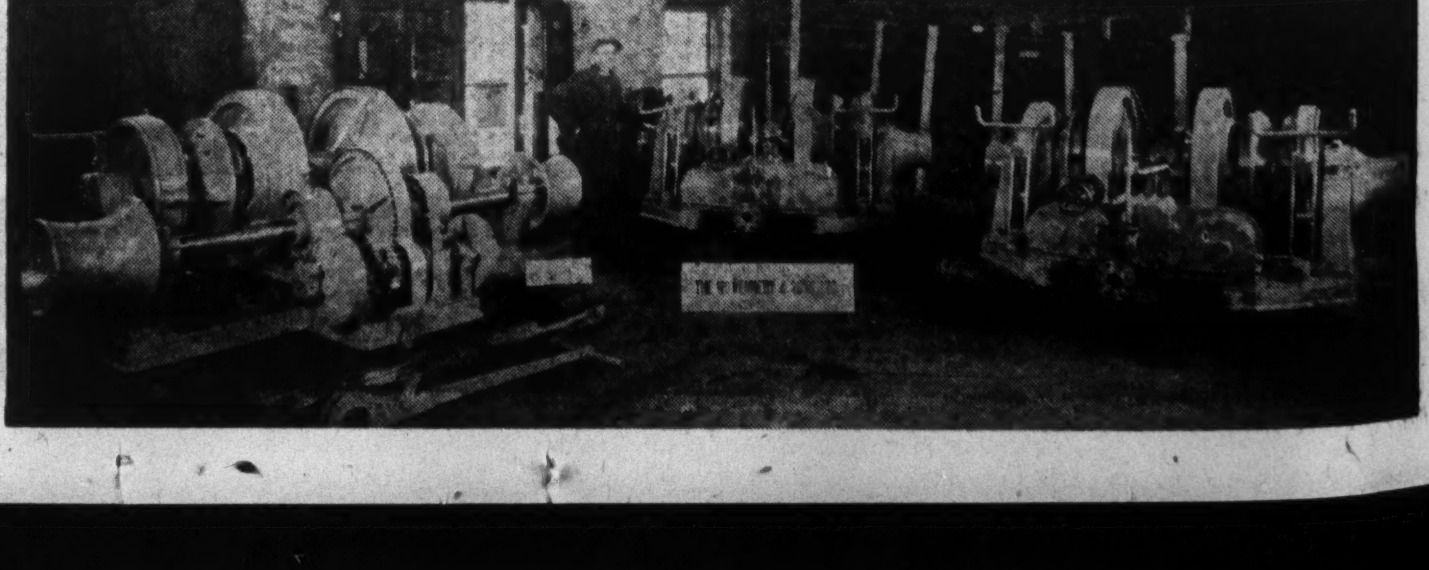
Branch Offices:

Canada Cement Bldg.,
Montreal, Que.

C. A. Fowler
Capitol Building
Halifax

Toronto Office
11 King St. W.

Steam and Hand Power Anchor Windlasses for 1-7/16" Stud Link Chain.



Urges That Canada Build More Torpedo Boats

By ALLAN C. MacNEISH
Editor, Canadian Shipping and Marine Engineering News

The necessity for a large fleet of small wooden boats for the Navy, Army, Air Force and the Merchant Marine was stressed to such an extent at the beginning of the war that a large and diversified programme was formulated and almost immediately initiated into the construction stage.

These initial boats were lighters for helping to load ships, aircraft rescue boats, aircraft tenders, bomb loading dinghies, service scows, supply and salvage boats. Some of these were delivered within six months after the outbreak of war.

Six sizeable rescue boats built for the Royal Air Force were equipped with three engines and were capable of making a speed of 35 knots. These boats cost $100,000 each.

A year after the outbreak of war the total boatbuilding programme included 252 boats, the largest of which were three battle target practice boats. It also included 182 rowboats, service dinghies and pulling boats of 15 and 16 ft. long, and nine boats over 70 ft. long. The only fighting boats were motor torpedo boats. The other boats being for servicing.

The programme had been developed by the end of 1940 to about 400 boats and of this total about half were completed. Further expansion showed a programme costing around $6 millions including about 600 small boats, by February, 1941.

30% Had Engines

Expansion continued very slowly after this and in January, 1942, the programme was only $10 millions and included 1,080 boats. Only 30% were equipped with engines. A tabulation of the boats appearing on the chart will indicate the extent of the boatbuilding. It is also of interest to record that only about 4% of the total were fighting boats—motor torpedo boats and patrol vessels.

Not Near Capacity

The paucity of this programme is reflected in the boatbuilding plants, less than half of which have received any government order, and even these plants have been operating at well below capacity. The average production of all boats for war service since the start of the war is only about twice the poor 1939 output.

The question has often been asked "Why do we not build more fighting boats?" Why was there so much enthusiasm about constructing motor torpedo boats, and then a sudden calmness?

It is argued that the "mosquito fleet" of small M.T.B.'s were a source of great trouble to Hun U-boats during the last war. That they have played a most important part in this war, especially when their Nazi-counterpart, the E-boats, swept down on the evacuating ships at Dunkirk. The M.T.B.'s held them at bay, and no doubt saved thousands of lives. One of these small boats picked up the last men to evacuate from that historic port.

On this side of the Atlantic we recently learned that a United States M.T.B. was credited with sinking a 5,000-ton Japanese ship.

Defeats Raise Question

What effect a large fleet of these M.T.B.'s could have made at Singapore, Malaya, Greece and Crete, where the enemy were successfully using small wooden invasion boats, is something that is well worthy of thought as the battle line draws closer to the shores of Canada.

The continued sinking of United Nations' ships off the coast of the United States and Canada, often within easy distance of shore, prompts the question as to the creation of a fleet of small boats to patrol the coast. The sinkings have aggregated 141 ships since the United States entered the war.

The M.T.B., like the larger patrol boat, is built almost entirely of plywood. They carry torpedoes and are mounted with guns capable of dealing a lethal blow to the future aspirations of any U-boat commanders they happen to catch up with.

Would Prove Merit

Being capable of twice the top surface speed of a U-boat, the M.T.B.'s have a cruising range of around 1,000 miles and are therefore capable of most effective coastal service. Located at strategic harboring places along the coast they could quickly prove their merit in combat. But such a policy has apparently been frowned upon, or there is a great lack of indecision.

There is no doubt that we have the plant capacity available and the men skilled in turning out such boats equally as good, if not better, than any other nation. The value of the boats is reflected by recent history. Why they have not been produced in quantity in Canada now is a matter that warrants some questioning. We cannot wait until it is too late. Time, the greatest factor we have so far enjoyed during the present war, may not always be on our side.

Canada's Boatbuilding Programme Up to February, 1942

Types	*Number ordered*	*Engine powered*	*Non-powered*	*Length in feet*
Gate vessels, motor vessels, practice targets, special mine sweepers	69	67	2	100 to 112
Diesel target towing boat	1	1	..	90 to 99
Practice target boats, and supply and salvage boats	12	9	3	80 to 89
Ammunition lighters, crash boats, and motor torpedo boats	22	22	..	70 to 79
Pinnaces, service boats and rescue launches	10	10	..	60 to 69
Scows, skids, lighters and Cape Island boats	49	5	44	50 to 59
Motor launch, service boats, tug, practice target boats, gate attendant vessel and harbor craft	47	40	7	40 to 49
Crash boats, launches, cutters and towing targets	39	35	4	30 to 39
Aircraft tender, practice targets, and whalers	135	113	22	20 to 29
Scows, dinghies, dories, rowboats, lifeboats, pulling boats	696	..	696	10 to 18
Total	1080	302	778	

They Too Serve
Who Build the Ships
Back Them Up
with Modern AIR TOOLS

Under today's demand for all-out effort, increased out-put per man employed is vitally important.

Contributing to a greater effort, many Canadian shipyards are aiding their manpower to increased production by the use of Canadian Ingersoll-Rand compressed air equipment.

Compared to hand labour, one man armed with a Pneumatic Wrench or Rivetting Hammer, will do the work of many men with hand operated tools.

Included among the many other pneumatic aids to increased production are Pneumatic Drills, Reamers, Grinders, Chippers and Hoists.

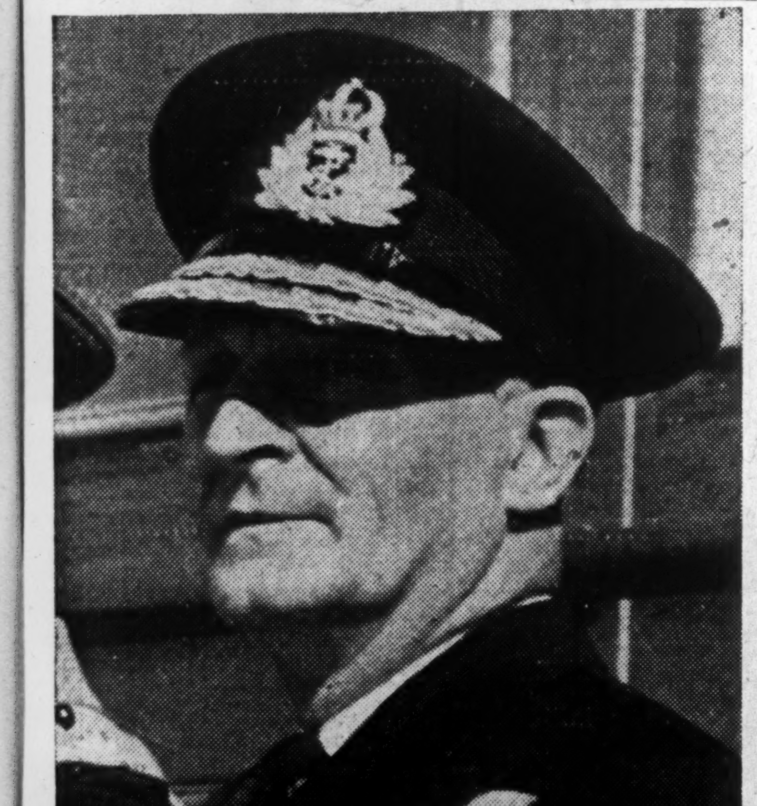
Let us consult with you on your problems concerning compressed air equipment.

Canadian Ingersoll-Rand Co. Limited
head office - MONTREAL QUE. — works - SHERBROOKE QUE.
branches - SYDNEY - SHERBROOKE - MONTREAL - TORONTO - KIRKLAND LAKE - TIMMINS - WINNIPEG - NELSON - VANCOUVER

Canadian Fire Fighters

The Corps of Civilian Canadian Fire Fighters which is being organized in Canada will proceed overseas as soon as arrangements are complete and transportation is available. In Great Britain it will be fitted into the national fire fighting service.

Although the organization is civilian, its pay and method of ranking compares closely to those of the Canadian Active Service Force. The Corps has a commanding officer, divisional officers, column officers, senior company officers, company officers, section leaders, leading firemen, senior firemen, firemen and junior firemen.



Photo—Public Information.

Officer commanding Canadian naval operations on the Pacific Coast is Commodore J. W. R. Beech. His job, since Pearl Harbor, has become one of the most vital in the national defense picture. He keeps in close touch with officers in charge of the defense of the U. S. Pacific Coast.

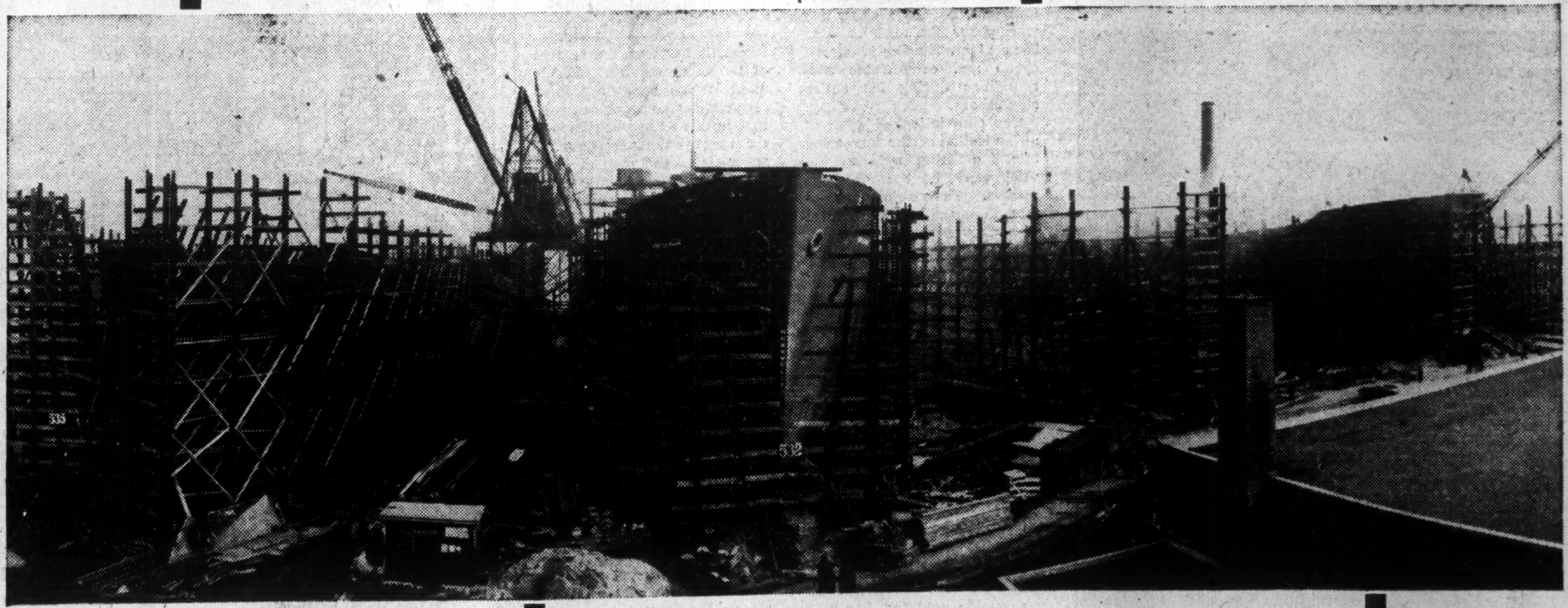
Dry Cell Battery Output Halted

From March 31 the manufacture of dry cell batteries for portable radios was prohibited.

Instructions issued to the manufacturers by G. C. Bateman, Metals Controller, provide that such batteries may be made under permit, and then only for departments of the Federal government, including the three armed services. The retail sale of available stocks will not be affected.

"The electrolytic containers for all dry cell batteries are almost pure zinc," said Mr. Bateman. "We need all the zinc we can get for making of cartridge cases, shell cases, and other war materials."

WHERE THERE'S A WILL - - -



THERE'S A WAY We will win and to win we need ships to transport men and materials to the front. Here in the Davie Yards are five building berths for 10,000 ton ships where skilled workers are doing their bit by producing an ever increasing number of ships for the navy and merchant marine.

DAVIE SHIPBUILDING & REPAIRING COMPANY
LIMITED
LAUZON, P.Q.
Subsidiary of CANADA STEAMSHIP LINES LIMITED

om Fishhooks to Gunfire

B. C. Fishermen Hunt New and Dangerous Game

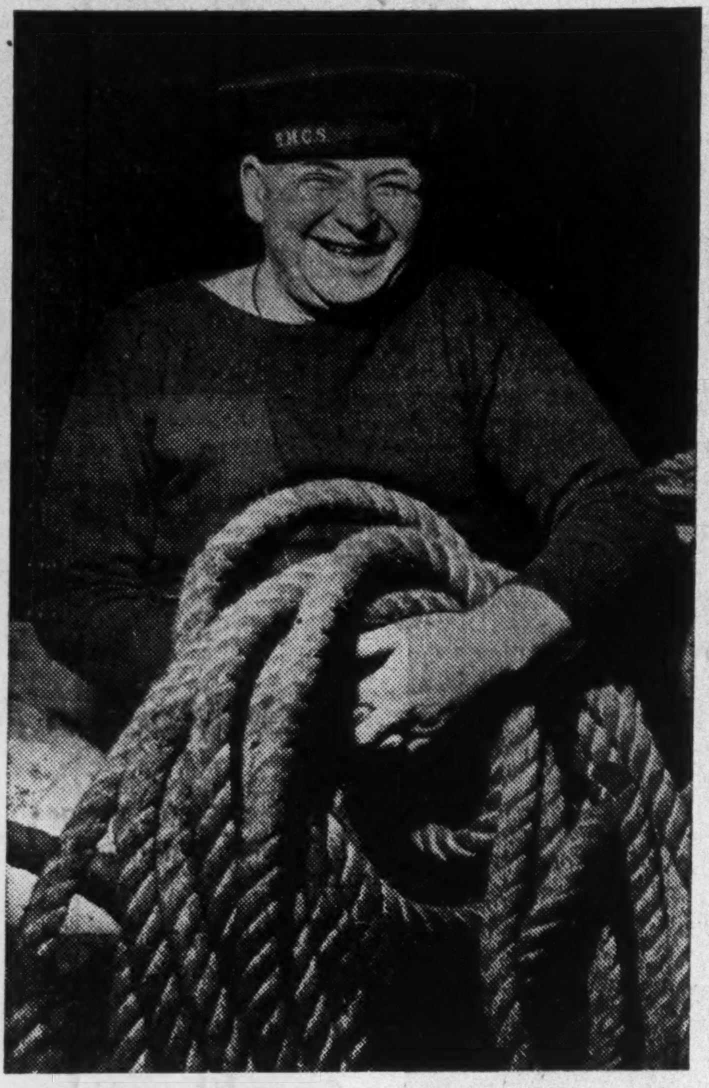
ing season on the t won't open until the Jap fishermen rounded up but olumbia fishermen nting now—for bigs than salmon or hey're after subd mines.

nd down Canada's cific shores, fisherbers of the Fishererve of the Royal Navy—are voluntarng the seas, protectown home waters. ls aren't cruisers or or even corvettes. n which they go to ne same ones they living in — tiny alibut boats and oats. Today these coats of gray, and e wireless masts, machine guns and instead of nets and

ed in 1938

d by far-visioned orities in 1938, the s Reserve is playing ole role in the deanada. The hardy umbia coast, with approaches, is the atest natural safeit must be watched since some of its inerve as hideouts if slipped through the ring of British, tes and Canadian

e war in the Pacific, ve was occupied watching Japanese sels. Now, with the shing fleet rounded emen are on more ignments — sweeplanes for mines de low-flying planes seas craft, looking nes and other signs ctivity.



British Columbia fishermen know every bay and inlet, every ledge and channel, every tide and current. And they know how to take a ship through every kind of weather. No wonder the Royal Canadian Navy is taking advantage of their knowledge, and giving them a role to play in Pacific Coast defense. Here's a typical member of the Fishermen's Reserve—big, tough, jolly, and every inch a seaman.

They are aided by other volunteers—woodsmen, fishermen and others scattered along the thinly inhabited coast who by telephone and personal message contact naval authorities or the Reserve when they see anything suspicious.

Reserve boats are equipped to land shore parties to investigate.

They may be natural-born sailors and sturdy and healthy, but even fishermen can't be in the Navy without some sort of official training. So men who have spent most of their lives at sea must go to naval school for two weeks after they've donned R.C.N. blue. At William's Head School on Vancouver Island they learn a few fundamentals—drill, rifle and machine gun firing, signalling, something about depth charges and scientific navigation.

Instructors admit that discipline is tough to instil and it's impossible to make finished tars of fishermen in that two-week period. The salute, for instance, isn't as snappy as that given by the man whose home is on a destroyer. But what Reservemen do better than anyone else is to keep their tiny craft sweeping in and out of the treacherous inlets that stud the coast.

It's a 100% fisherman's job even to the boat. The halibut and salmon boats in the Reserve, valued at about $25,000 each, are owned mainly by their fishermen skippers who rent them to the Navy for an average of $8 a day.

This, plus salary of $4.75 a day, earned with the rank of coxswain, is just about half what a skipper made in peacetime.

In a good pre-war season, he would clear between $8,000 and $10,000 for himself. His men would each make about $2,500. They have given up their comfortable peacetime return for the modest wage of an Able Seaman.

But their sacrifice is nothing compared with the satisfaction they get from accomplishing this vital task of maintaining a sea free of prowlers off Canada's west coast.

---

r Heroes Without Uniforms

ax Club for Merchant Seamen High Spot of World's Ports

ow has a place for eamen so fancy that lors back out the nervous gulp un immediately cored into its depths. Hall Club of London nb's Club of New ttle on this swanky erchant seamen. It e Allied Merchant ub and it has transfax from just anded war seaport fit to gladden the sailor.

nths ago, merchant ent their nights e dingy flop houses, y restaurants. Clad lothes and bearing sign of their valor, received the "fishy they entered the canteens operated for members of the fighting services.

But the heroes are at last receiving their just rewards. Veteran salts who have knocked about the seven seas for years avow that nowhere in the world have they found a better spot than the one that now awaits them when their ships drop anchor in Halifax.

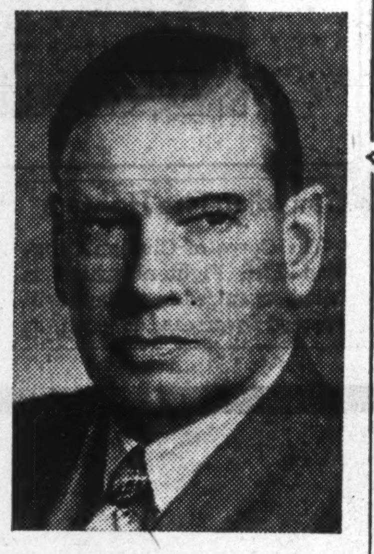
The main lounging room of the new club would compare quite favorably with the lobby of a first class hotel. It is filled with large overstuffed chairs. It has a huge fireplace at each end of the room and over each mantel hangs a costly oil painting depicting life on the bounding main.

Off the main lobby are numerous comfortable writing rooms and a cafeteria capable of feeding more than 2,000 persons a day. There's also a place where the sailor may enjoy his pint of ale—a privilege denied civilians in Halifax, where there are no beverage rooms.

In the evening the tables are cleared from the huge floor of the cafeteria and it is made into a concert auditorium. A visitor to one of these concerts may hear hearty laughter in a dozen different "languages." Side by side sit Lascars and Norwegians, Cockneys and West Africans, Canadians and Netherlanders. Like the international wireless code, seamen's humor seems to be understood by all.

When the sailor has finished lounging, playing cards, writing letters or listening to entertainment, he has a clean bed waiting for him upstairs — at 25c a night. Thus he is offered cheap and comfortable surroundings during his entire stay ashore.

The club is looked upon as an indication of the increasing attention being paid to the vital work of the merchant marine. Performing as a "fourth arm" of the allied forces, it has won the respect of the other services. In the main lounge hangs a framed card which tells that "the furniture in this room was provided for the merchant seamen by the officers and men of H.M.C.S. Skeena" as a tribute to the unsung deeds of their brother sailing men in civilian clothes.



Navy Builder

Director-general of shipbuilding for Canada is Desmond A. Clarke of Montreal, president of the Clarke Steamship Company, Ltd. Serving without remuneration for the wartime emergency, he is in charge of Canada's big naval shipbuilding programme.

Photo—Public Information.

Admiral G. C. Jones, officer commanding s of the R. C. N. on the Atlantic Coast, was r of the first class of cadets to enter Royal n Naval College at Halifax in 1911. He ith the Royal Navy during the last war, with rinction. During the early part of the present he was Captain "D" — officer commanding tic destroyer flotilla.

Anti-freeze For 24 Autos Goes Into One Big Shell

Hundreds of thousands of gallons of industrial alcohol, a commodity sorely needed in the manufacture of explosives, can be saved by Canadian motorists if they drain and store their anti-freeze for use again next winter, according to J. D. Lorimer, Chemicals Controller Department of Munitions and Supply.

"It is difficult at the moment to predict how much anti-freeze alcohol will be available next fall, but it is possible that there may not be enough," said Mr. Lorimer. It is certainly the patriotic duty of everyone to save what he has."

More than 80% of Canada's motorists used alcohol in their radiators this winter. If all this were wasted, it would have to be replaced next autumn. This replacement would involve upward of two million gallons, much of which could otherwise be employed in the making of explosives.

1 Shell—24 Cars

To illustrate the importance of this two million gallon saving, the Contaoller pointed out that the manufacture of the propellent for a single shot from a 16-inch gun calls for the same amount of alcohol required to keep nearly two dozen cars in operation for an entire winter.

For the radiators of the motor vehicles used by the armed forces ethylene glycol is used. Of this anti-freeze, which can no longer be bought by the civilian motorist, one type of fighter plane requires eleven times as much as the average passenger car.

Motorists should provide their own receptacles when they ask the service station attendant to drain the radiator. Glass containers are recommended by the Controller as most suitable. The containers should be tightly capped to prevent evaporation, and should be clearly labelled. If metal containers are used, they should be stored in a dry place. Regardless of what container is used, the storage place should not be in the direct sunlight.

Mr. Lorimer warned that the anti-freeze should be tested and strained before it is used again.

Through storms and high seas Foster Wheeler marine steam generators drive on. The performance of this ship is typical. For reliability, reserve capacity, efficiency and low operating cost they are unexcelled.

FOSTER FW WHEELER LIMITED

MONTREAL — Canada Cement Bldg.
TORONTO — 159 Bay St.
WINNIPEG — 401 McArthur Bldg.
VANCOUVER — B. C. Equipment Co. Ltd., 551 Howe St.

Democracy's Bridge of Ships to Span the Seas with Steel

Canada's vast shipbuilding program calls for millions of tons of steel — and the steel industry answers that call with the greatest output in its history.

Here at Dofasco our men are turning out record tonnages of steel to forge the tools of war — Ship Plate, Armour Plate and Castings, Bullet-proof Plate — Gun Barrels — all of consistent high quality. Our sailors, soldiers and airmen are getting the best there is.

Day and night, without interruption, this work goes on in the sure knowledge that by so doing we help speed the coming Victory.

DOFASCO MEN
WILL NOT
LET THEM DOWN

DOMINION FOUNDRIES & STEEL, LIMITED
DOFASCOLITE TIN PLATE ★ DOFASCO STEEL PRODUCTS STEEL PLATE - STEEL CASTINGS ★ CANADA PLATE TIN MILL BLACK
HAMILTON - CANADA

How Canada Built a Navy of 30,000 Officers and Men

Stepchild of Peacetime Appropriations, Navy Now Approaches 400 Warships and Boats

Canada built the first steam-propelled vessel in the world to fire a hostile shot. She was the S.S. Royal William, the first steamship to cross the Atlantic entirely under steam, leaving Pictou, N. S. for the River Thames on August, 18, 1833.

Many other great and noble ships built in Canada have helped in the several wars in which this country has been engaged.

Considerable prestige lies behind these early efforts in constructing ships for the Senior Service, as also in the efforts of the early and middle 19th century when Canada took a foremost position in the world in the construction of deep-sea wooden ships.

Why a Navy?

That Canada should have a fighting navy to protect her interests has been increasingly manifest by the rapid increase in wealth and in international commerce.

The Dominion has a coastline on the Atlantic and Pacific oceans extending over 12,000 miles.

During the year ending March 31, 1939, there were 116,987 vessels of 90,161,573 tonnage which entered and left Canadian ports. Of these ships, 27,500 vessels of 31,353,871 tons were sea-going, and 73,586 vessels of 45,386,457 tons were coastwise. On top of the above shipping there was a deep-sea fishing industry that averaged around $40 millions per year.

This shipping, which was considered most essential for the economic well-being of the country, had to be protected.

Despite the many reasons why a naval force should be built up, the various governments at Ottawa had persistently followed a no-defense policy which even extended into the months when the dark clouds of war hovered on the horizon.

Financial Step-Child

The total cost of our Navy and the upkeep of that most essential defensive force was only a fraction of that spent on government salaries to the debaters in our nine parliaments and civic bodies. The cost of our entire Navy in 1939, just prior to the outbreak of war, was approximately one-half hte cost of the Harbor Bridge, Montreal.

The story of the Royal Canadian Navy from the time of the last war until the beginning of the present world conflict gives a good picture of where we stood when the Nazi hordes invaded Poland to precipitate the great cataclysm of world war.

When the Great War ended in 1918 there were almost 6,000 officers and men in the Royal Canadian Navy. This was reduced to 1,048 two years later.

Aid From Britain

To help Canada foster her lines of defense, the British Government made a gift of a fleet to the Dominion, consisting of the 6-year old light cruiser "Aurora," two 4-year old destroyers "Vancouver" and "Champlain," and two submarines, H.14 and H.15. These five ships constituted the entire active arm of the Royal Canadian Navy.

"The war to end wars" having passed, the government at Ottawa felt that the upkeep cost of these ships was too great. The two submarines and the "Aurora" were sold in 1922, and four old minesweepers were re-commissioned.

Pacifism continued to have "field days" over the succeeding years, and this dominant party caused a reduction in personnel of the Navy to a paltry 366 officers and men, and followed this by closing the Royal Canadian Naval Academy. As there was no pension scheme for enlisted men in the Senior Service the outlook became even more miserable.

Although the pension scheme was initiated in 1926, the total strength of the R.C.N. some 10 years ago stood at a total of only 189 officers and men; less than enough to man two destroyers.

Just prior to the outbreak of war in September, 1939, the total strength of the Canadian Navy stood at 1,774 officers and men; an active fleet of six destroyers (Saguenay, Skeena, St. Laurent, Ottawa, Restigouche and Fraser), five minesweepers, two reserve minesweepers and three smaller vessels. Three of the minesweepers were built during the Great War and were therefore over 20 years old.

The only naval construction work done in Canadian yards immediately prior to the war was four minesweepers, built in 1938.

War Construction

A complete reversal of policy and programme was initiated immediately after the outbreak of war when Canadian ships went into action on western hemisphere convoy service on only 2½ hours notice. The urgent demand for a greatly magnified fleet was answered by converting passenger and large passenger-freighter vessels into armed merchant cruisers, and the inauguration of a naval construction programme. The flotilla leader "Assiniboine" and the "Margaree" were acquired from the Royal Navy.

Six months after the start of war, Canada had a $50 millions ship construction programme well underway at 15 shipyards. About 4,000 men were employed in these yards and in contributory plants. The programme called for the construction of over 100 naval and air force vessels; including 64 corvettes (patrol and convoy vessels) and 26 minesweepers. Some of the smaller craft, such as lighters, service scows, aircraft rescue boats, aircraft tenders, bomb loading dinghies and supply and salvage boats were already delivered. Of the 90 steel corvettes and minesweepers, of from 170 to 190 ft. long, 10 were on order from the British Government. The first of these steel vessels was launched in June, 1940. The 10 corvettes for the Royal Navy were to bear the name of Canadian flowers, and those for the Royal Canadian Navy to be named after Canadian municipalities.

By the month of August, 1940, the steel naval vessel programme had been extended to 92 ships, of which several were "afloat." Many merchant vessels had been strengthened, armed and converted to suit naval requirements, and these were all in service with the Canadian Navy.

Two months later, six more steel minesweepers were ordered at a cost of $600,000 each, bringing the total of corvettes and minesweepers to 98, and the naval programme to over $60 millions.

120 Ships by 1941

By the end of 1940 the total naval construction programme comprised 120 naval ships, including 70 corvettes and 150 minesweepers. Ten of the corvettes and 12 of the minesweepers were for the Royal Navy. All these ships were steam-powered with the exception of 10 minesweepers which were designed to suit Diesel-engine drives. Many of these ships were in commission with the Canadian and Royal navies, and close to half of the total number had been launched. Thirty vessels had been converted into auxiliary cruisers in Canadian yards, and these were all on active service. Six over-age destroyers had also been acquired from the United States.

There were at that time some 17,000 men employed in the 18 shipyards and in the marine engineering shops across the country. The expenditure in naval orders had grown to $80 millions. This work had all been under the direction of D. B. Carswell, Director-general of the Shipbuilding Branch of Munitions and Supply. Mr. Carswell had just previously been appointed controller of ship construction and ship repairs with power to allocate the work among the various yards in such a way as to ensure maximum production.

After the turn of the year, the cargo shipbuilding programme had been initiated. As these ships were in more immediate demand than the naval vessels, the programme of naval construction did not extend a great deal in the following months. In Feb., 1941, it stood at 70 steel corvettes, 50 steel minesweepers, 10 wooden minesweepers (for the Royal Navy), 20 patrol boats, and a number of small wooden craft. The number of workers had not been extended as there were still 17,000 employed in the 17 major and 45 smaller shipyards and contributing plants. The production figures showed 45 corvettes and 13 minesweepers launched; 10 of the corvettes being on active service with the Canadian and the Royal Navies.

Start on "Tribal" Class

In July it was announced that two of the large "Tribal" class destroyers would be built at Halifax, N.S.

In the early months of 1942 the naval construction programme included two destroyers, 135 corvettes, 113 minesweepers, over 1,000 small boats, nine other ships and huge ship repairing work. This showed an increase in the year of two destroyers, 55 corvettes, 63 minesweepers, 600 small boats and nine other ships over that of the previous year. The total expenditure in this naval construction work is now around $200 millions. It is being carried on in about 70 major and smaller shipyards and boatbuilding plants across the Dominion.

The executive responsible for this work is Desmond A. Clarke, president of the Clarke Steamship Co., and one of the best known shipping men on the Atlantic coast. He was appointed to the position of Director-general of Shipbuilding in June, 1941. His chief assistant is Russell Yuill, Director of Shipbuilding on loan from the National Harbors Board.

Ship Repair Chief

Canada's dry docks and marine yards are working full blast these days to keep allied shipping in repair. Directing these activities and making sure that repair facilities are put to the best use, is a big job. Here's the man who fills it — D. B. Carswell, controller of shipbuilding repairs.

Results to Date

The progress made in naval construction work has been quite good, although there have been many weaknesses in correlation of efforts. Many of the ships were held up due to poor delivery of material from overseas, and the Diesel-engined minesweepers were held up for several months due to late delivery of that equipment from Canadian plants. These weaknesses are now being rapidly corrected.

The time taken to build the ships, in both the shipways and the fitting out basins after launching, has been cut down with increasing experience and mass production. This mass production angle has been further developed with the policy of having shipyards specialize on only one type of ship and thereby be able to make a repetition of parts and pieces.

The strength of the Royal Canadian Navy has increased many fold since the start of the war, and men of the Canadian Navy are serving in all theatres of war with both the Canadian and Royal navies. By Nov., 1940, its strength had increased to 13,000 men on active service. A year later it was up to 27,000 with a waiting list of 4,000. Today it is well beyond the 30,000 mark.

At the beginning of the war there was a naval fleet of 16 ships. A year later this had grown to over 150 vessels of various sizes, and the following year the number stood at 300, including auxiliary vessels and a large variety of other craft. Many of these, however, were small wooden vessels.

About 8,300 ships carrying over 50 million tons of cargo have left Canadian ports since the start of the war under convoy, and the Canadian Navy has played a most important part in this work. More than one U-boat now lies at the bottom of the Atlantic through action by the men of the Canadian Navy, and at least five enemy ships have been taken into Canadian ports after being captured by Canadian ships.

Canada Plays Her Part

The heroic and gallant story of the work of the Royal Canadian Navy in this war is fully in keeping with the great traditions of the "Silent Service," and fully worthy of the great trust that people of Canada have placed on its shoulders.

Several hundred men of the Royal Canadian Navy have lost their lives in ships of both the Royal and Canadian navies; chiefly on the sinkings by collision of the "Fraser" and "Margaree," the loss by fire of the "Otter" and on the missing minesweeper "Bras d'Or." Many have been awarded high honors for gallantry and conspicuous bravery.

Although too late for the eventful evacuation at Dunkirk, Canadian ships helped to an appreciable extent in evacuating men from other French ports. Six Canadian-built corvettes, manned by men of the Royal Navy, did a splendid job in the evacuation from Crete.

The war service of the Royal Canadian Navy has stood out gloriously, nobly and conspicuously. Its work will rank as one of the greatest achievements by Canadians in this war, and when the history of these fighting seamen is written it will show as one of the truly great pages in Canada's history; something that cannot be ignored in the postwar days as it was in the years after the last war.

Ship Director

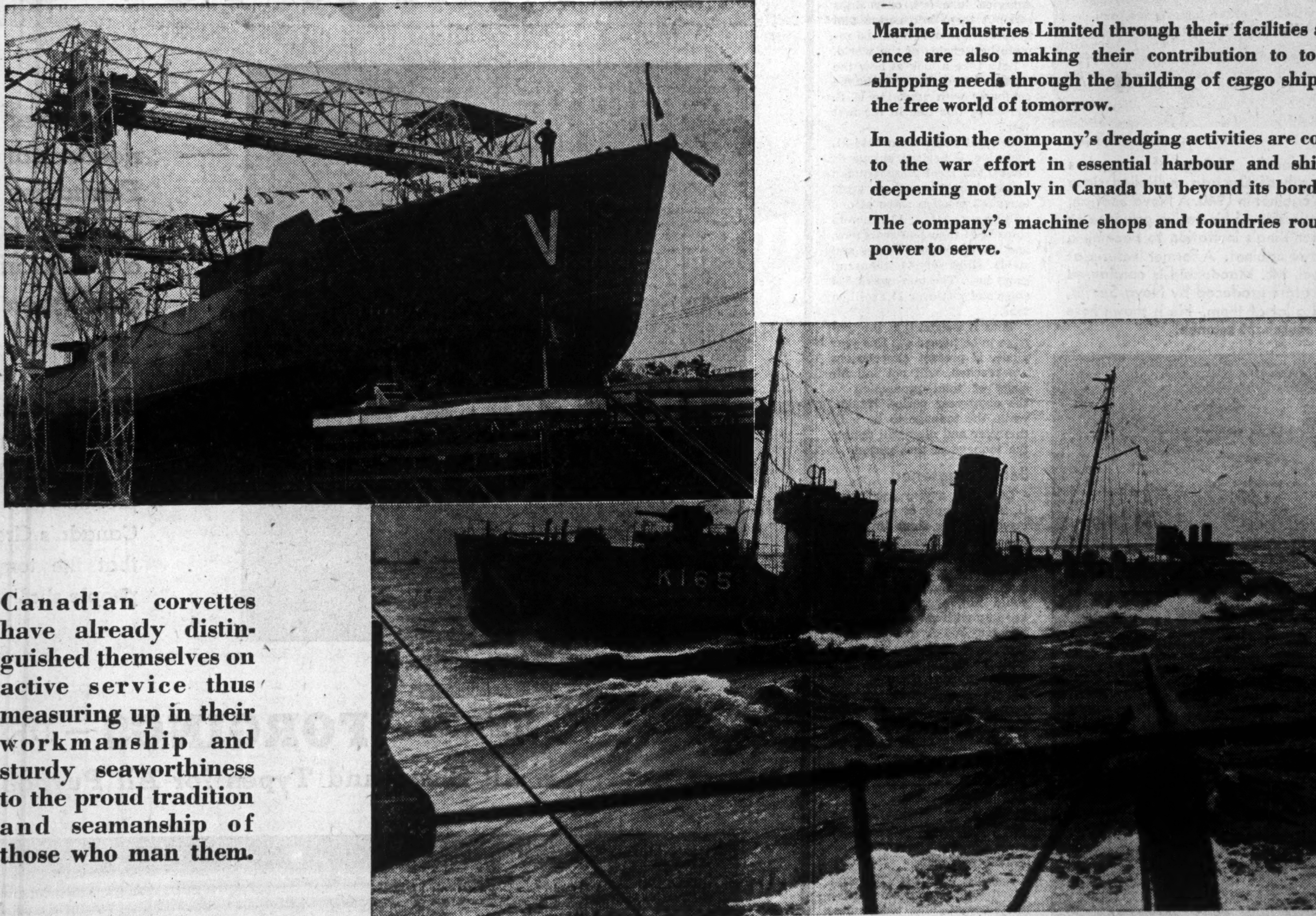
Russell Yuill, director of the shipbuilding branch, department of munitions and supply, is on loan to that department from the National Harbors Board. Born at Truro, N.S., he was educated at Mount Allison University and McGill.

from Shipyards to Active Service!

Marine Industries Limited through their facilities and experience are also making their contribution to today's vital shipping needs through the building of cargo ships to assure the free world of tomorrow.

In addition the company's dredging activities are contributing to the war effort in essential harbour and ship channel deepening not only in Canada but beyond its borders.

The company's machine shops and foundries round out its power to serve.



Canadian corvettes have already distinguished themselves on active service thus measuring up in their workmanship and sturdy seaworthiness to the proud tradition and seamanship of those who man them.

MARINE INDUSTRIES LIMITED

Directors: J. SIMARD, *President;* E. DE G. POWER; J. ED. SIMARD; Col. H. S. TOBIN; P. A. LAVALLEE; A. LUDGER SIMARD

Executive Offices Marine Building, 1405 Peel Street Montreal, P.Q.

hat Uncle Sam is Doing About Ships

Mass Production Techniques Providing Miracles of Shipbuilding

mers beat a tune
17 huge U.S. ship-
are working day
turn out "Liberty"
teadily increasing

to the Maritime
if there are no
ges and no mate-
necks, American
urn out 22 million
o carriers in 1942
This would exceed
lion tons the goal
uary by President

ident fixed eight
as the objective
d 10 million tons
ctive for 1943.
15, 1941, there
erchantmen flying
n flag. The U.S. now
roughly 2,000 new
hips, of 14 million
and more orders

are to be placed soon. The ships for which contracts have been awarded are larger on an average than cargo vessels now in service.

In the last year "Liberty" ship production plans have been expanded four times, the present programme being seven times that originally contemplated. Ten shipyards have been added to the seven which were set up at first for construction of this type of craft.

The yards—none of which existed before 1941—have 165 shipways. Five of the yards are on the Atlantic coast, five on the Gulf, and seven on the Pacific, and they are so distributed as to prevent housing and transportation congestion, and tap as many different sources of material and labor as possible.

Most of them have been built and are being operated by experienced shipbuilding companies.

Up to last month keels had been laid for 142 "Liberty" ships, 61 had been launched, and 22 were in actual service. With operations now swinging toward a peak, production schedules have been shortened to 3½ months from keel-laying to delivery, by the application of assembly-line and mass production methods.

This is a speed up of about 40% as compared with the fastest schedules believed possible at the outset.

In the first Great War it took an average of 10 to 12 months to build a cargo vessel.

The "Liberty" ship programme—greatest emergency shipbuilding programme in history—is America's answer to German and Jap U-boat warfare. Big as it is, it is only a part of the U. S. shipbuilding effort. It does not take in ships of standard Maritime Commission design, being built in other shipyards. Then, of course, there is the tremendous activity involved in the construction of America's two-ocean navy.

The Maritime Commission is on guard against strikes and shortages of materials. Work stoppages, in 1941, cost the shipbuilding programme about five million man-hours, or the equivalent of 10 "Liberty" ships.

Finished by '43

All the "Liberty" ships now on order are to be delivered into the service of the United Nations by the end of 1943, under contract provisions.

They will play a vital part in transporting equipment and supplies to America's overseas armies and allies.

Measured against the U. S. war budget, which now exceeds $137 billions, the $7.6 billions so far authorized for merchant ship construction is small—only about 6%. Its actual importance is far greater than this would indicate.

No matter how many tanks, how many planes, how many guns, the industrial plants of America turn out, only ships can put them into action and keep them in action on the remote battlefields of the world.

Let's take a look at how the present cargo ship programme compares with what the U. S. did along this line in the first war.

In eight years from 1914-21, inclusive, American shipyards built 1,988 steel merchantmen aggregating 10 million gross tons; 385 wooden ships of one million gross tons; 13 concrete ships of 64 thousand gross tons, and 18 composite (wood and steel) ships of 44 thousand gross tons. The total was 2,404 ships and just over 11.1 million tons.

Thus it is seen that the tonnage to be turned out this year alone, if present expectations are reached, will not fall far short of total production in the eight-year period 1914-21, while the tonnage to be built this year and next will double the tonnage of that period.

Jam Threatened

Less than a year ago in the U. S. the supply of propulsion machinery for ships threatened to develop into a bottleneck, because machinery makers had an inferior priority rating. It soon became evident that they could not, with this rating, keep up with shipbuilders who had an A-1-A rating. Once they were placed on par basis with the shipbuilders, the situation quickly changed, and boilers and engines for the new cargo carriers are being delivered to the yards before the hulls are ready to receive them.

Now efforts are being made to boost production of ship plate. Last year six million tons of this plate were turned out in the States, or 106.6% of capacity. This was at the rate of 500 thousand tons a month. In January of this year production was 713 thousand tons, in February it was 758 thousand tons, and while final figures are not yet available for March, they are expected to reach 850 thousand tons.

The huge increase has been reached by converting to plate production mills normally turning out sheet and strip, and by standardizing requirements.

Old Style Engines

Because America is building a naval fleet as well as a merchant fleet, the hundreds of cargo vessels ordered in the last year will be powered with old-style reciprocating engines. Normally they would use either Diesel engines or steam turbines, but the navy has pre-empted both those fields in the interest of high speed warships.

This made necessary the revival of a type of engine the production of which had been discarded nearly 20 years ago in the U. S.

Only 200,000 h.p. of the total power for the cargo ships on order will be Diesel, and the balance will be steam, with the reciprocating type engine. These provide less speed than turbines but are easier to operate. Because of this last factor, Britain continued to use them long after they were considered obsolete in America.

The rebirth of the reciprocating engine in America came late in 1940 when the British Purchasing Commission ordered 60 ships from Todd-Bath Iron Shipbuilding and Todd-California Shipbuilding. Already nine of these ships have been delivered, while three others are near completion.

Experts say the record of the machinery industry in producing these engines has surprised even experienced makers of marine equipment. Seven months ago the bleak prediction was made that it would be impossible to turn out the engines as rapidly as they were required.

At this time the U. S. contemplated a radical type of craft which would use gasoline engines, but if builders of steam engines can keep the edge they now have on hull builders, it is unlikely that this will be necessary. One gasoline propelled ship, the Sea Otter, completed as an experiment, was not regarded as a success by Navy Secretary Frank Knox.

Excess Capacity

Another essential part of the propulsion of a ship is the boiler. There are three principal boiler suppliers in the U. S., but their output has been augmented by that of a number of smaller manufacturers, and boiler makers are confident they can keep up with requirements. They claim that actually, there is an excess of boiler making capacity.

Boiler production has been helped by the size of the orders placed, which permits mass production. Where once an order for four similar boilers was considered big, they are now ordered in lots as high as 500. Each of the "Liberty" ships will need two boilers, and all these boilers will be of standard design.

One of the surprises of the shipbuilding picture south of the border is the fact that there has been no shortage of shafting for the new vessels. A typical cargo ship requires 200 feet of shafting to transmit power from engine room to propeller. This shafting is turned out by the same equipment which turns of big guns. Despite this, there has been no delay.

Crew Shortage

While American shipbuilders foresee an adequate supply of equipment and materials, in some quarters it is believed that it may be difficult a year hence to obtain experienced crews to man the vessels. However, new men are being trained for the new ships, and the fact that reciprocating engines are being used will make it easier to instruct engine room staffs.

The gross tonnage of ships now on order in the U. S. is about four times what it was a year ago. At the end of February, 1941, contracts had been awarded for only 603 ships of 3.4 million gross tons. At the end of February, 1941, there were 152 ships, of 1.2 million gross tons, on order.

Aftermath of the American shipbuilding boom in the last war was a huge fleet of idle vessels. It is not believed this will be the case again. A higher rate of sinkings, on both sides, has so reduced the world's supply of shipping bottoms that shipbuilders feel they will find a ready market for all they can turn out for a long time, even after the war is over.

Photo—Public Information.

Angus Macdonald, minister of navy, has
naval strength of Canada multiplied since
the federal cabinet in 1940. A Nova Scotian,
up the premiership of his native province to
rime Minister King's invitation to become a
of the Ottawa cabinet. A former lecturer at
Law School, Mr. Macdonald is considered
e ablest orators produced by Nova Scotia,
s produced a lot of them. He is shown here
a group of merchant seamen.

Photo—Public Information.

an important part in the Battle of the
s Rear Admiral L. W. Murray, formerly
ief of naval staff of the R.C.N. Admiral
ent three years with the British fleet during
reat War. He was one of the original mem-
Canada-U. S. Defense Board, formed fol-
Ogdensburg conference of Prime Minister
President Roosevelt to co-ordinate the
f the continent.

No Extra Gas Ration For Dentists

Canadian dentists will not be given any preference under the gasoline rationing plan unless they are doing hospital work and can show proof of their need, G. R. Cottrelle, Oil Controller, has announced.

The Controller also ruled that an automobile dealer will be allowed a Category A-1 coupon book for every dealer's motor vehicle license in his possession. This is the same book allotted to the owner of a small non-essential private car. At the same time, should the dealer wish to do so, he may apply for a Category A classification for any used car in his possession.

How This Munitions Plant Selects First-rate Workers

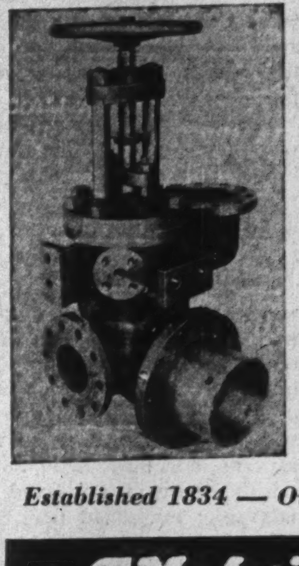
Fitting jig-saw puzzles together and sketching geometric figures may be agreeable pastimes to many, but for applicants for employment in one of Canada's largest small arms ammunition factories, somewhere in Quebec, they serve as aptitude tests.

Officials of the plant, in the operation of which modern science plays a vital role, place great reliance on the psychological reactions of prospective employees. Many of the daily tasks—sitting at an inspection bench, for instance—are monotonous to the active mind. The day-dreamer is well adapted to certain phases of the work.

Of the 3,500 employees now making .303 machine gun and rifle cartridges in this huge wartime factory (the number is expected to double in the near future), only five had had peacetime experience in the manufacture of ammunition, and these five have been responsible for instructing the present personnel.

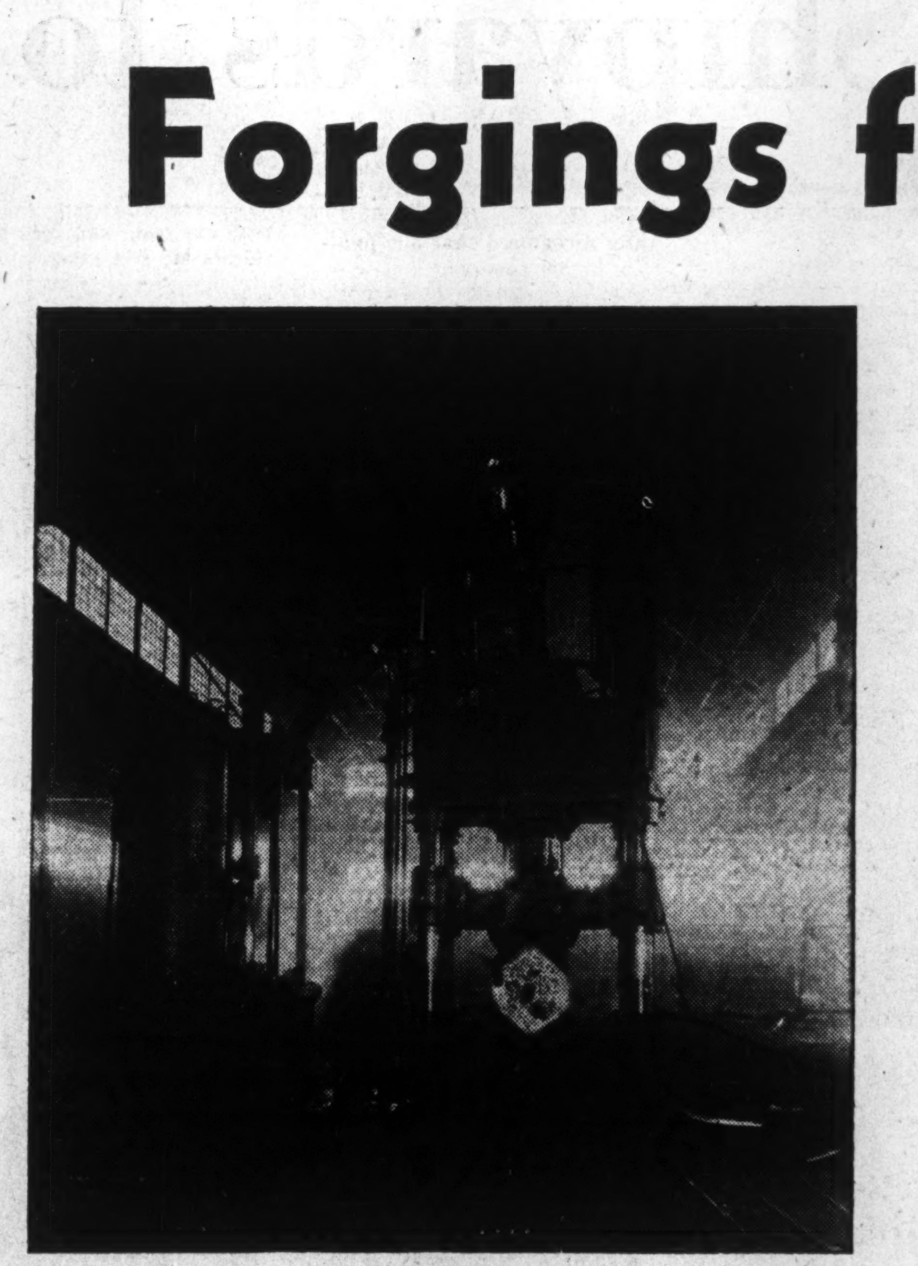
Each day more than 300 men and women, of whom an average of about 25 are accepted, present themselves at the employment office. Before being placed on the payroll, they must first be interviewed by a group of specilalists.

McAvity
MARINE VALVES
for
CORVETTES
MINE SWEEPERS
CARGO VESSELS
Approved by:
British Admiralty Technical Mission, Dept. National Defense Naval Service, Lloyds Register of Shipping, British Corp. of Shipping and Aircraft.



Established 1834 — Over a Century's Experience
T. McAvity & Sons LIMITED
SAINT JOHN — MONTREAL — TORONTO — WINNIPEG

Forgings for Ships

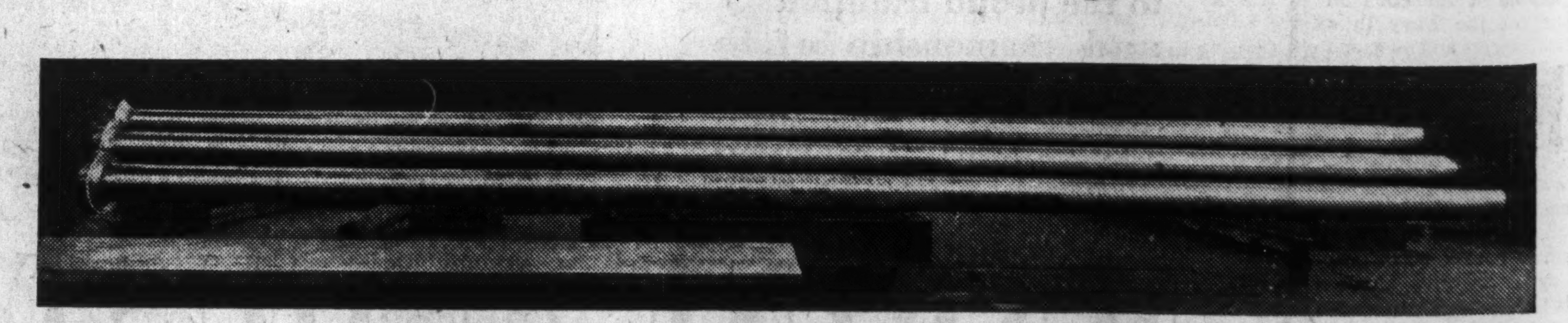


1,000 Ton Forging Press

Wherever forgings are needed for ships, Canada Foundries and Forgings Limited has established a tradition of unvarying quality and dependability

TODAY as in 1914-1918 this company's experienced personnel, modern facilities and quality products are in the forefront in Canada's Great Effort to assure that the tomorrow of all free people shall be secure.

HEAVY — FORGINGS — DROP
All Sizes and Types for All Purposes



Tail Shafts machined from a Canada Foundries' Forging

CANADA FOUNDRIES & FORGINGS LIMITED
MONTREAL WELLAND, ONT. BROCKVILLE

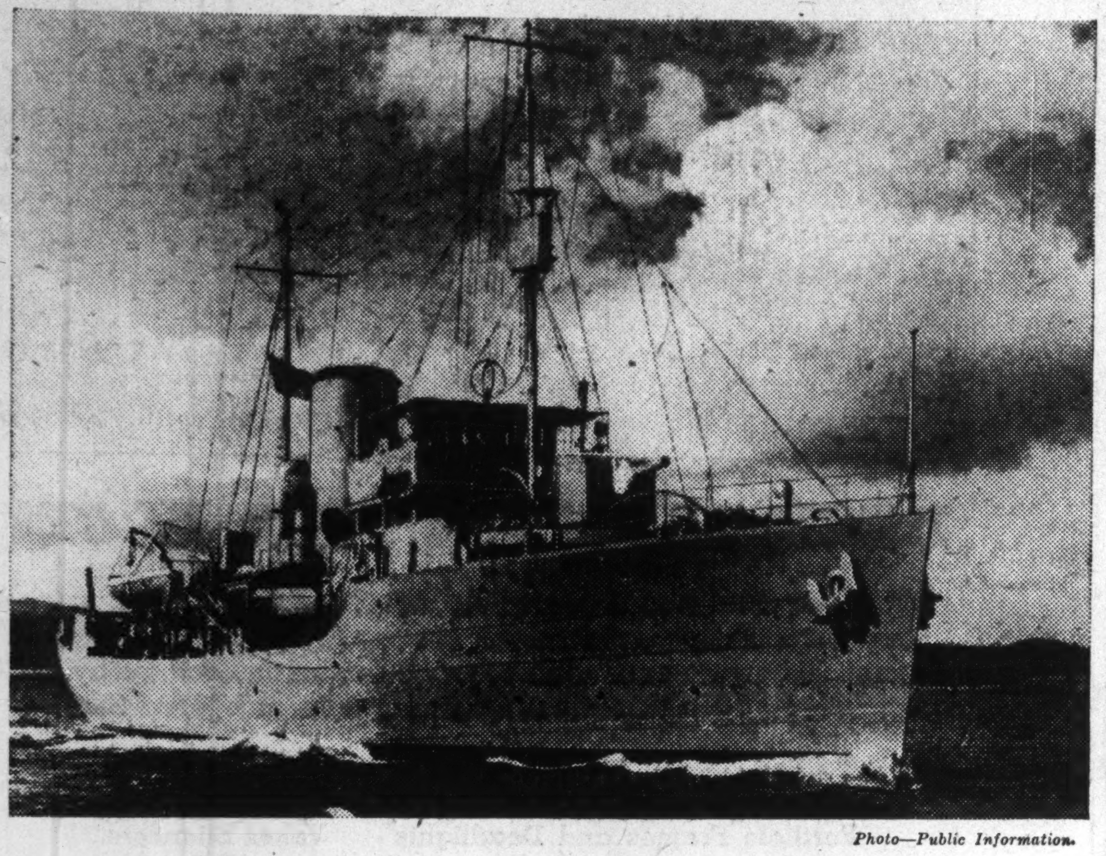
Calls For a Really Strenuous Effort

"Can I Speed Up My Job and Shop Production as a Whole?"

Herewith The Financial Post publishes a special article by the general secretary-treasurer of the National Union of Railwaymen, O. Edgerton. It is a passionate statement of a labor executive's point of view.

By O. EDGERTON

In every sphere, economic, political and military, the only measuring rule of a man's worth should be results. The usual qualifications of family, fortune or favor must go by board, or we shall find ourselves without a board at all, beggars for crumbs from the conqueror's table. Debating the likelihood of this fate for weeks on end in Ottawa, London and Washington will not stop the gangsters. That kind of delaying action is playing right into their hands. We must have productive action. Every worker in factory, railroad or munitions plant must ask himself: Is there anything I personally can do to speed up the output or increase the efficiency of first, my own job, and second, the workshop as a whole? If the answer is yes, then it is his duty so to do. It is the duty of the captains of industry to see to it that the right man is in the right place, regardless of his labor, fraternal or religious affiliations. The workers who can manipulate a machine to turn out more and better goods must be given a chance to do just that. The foreman who can get more and better work out of his men must be given the opportunity of greater responsibility.



Photo—Public Information.

Small, fast, tough—that's the corvette. A new type of warcraft, it is playing a major part in the protection of convoys from U-boats. Canada's shipyards are building corvettes in increasing numbers, and, as fast as they slide down the ways, they are manned by Canadian crews. They are piling up a record, these corvettes, which makes encouraging reading for the United Nations, and black news for the undersea marauders of the enemy.

Politics Won't Win

We have got to stop playing politics with this war, or we are going to wind up on the short end of the score. Party politics will assuredly not win this war for us, but they can bring us uncomfortably close to losing it. Playing politics is rampant up and down the length of this land—in labor organizations, in fraternal, religious, and parliamentary circles. The country reeks with it, and our war effort suffers for it.

The time has arrived in Canada when playing politics must cease, on and off the job, in and out of parliament. The men with the ability to see us through, men who can produce and deliver, must be given the reins in industry, government, and the armed forces.

If somewhere in the British Commonwealth there is a paperhanger who can beat the Austrian at his own trade, that is the man of the hour.

Common men and women the country over are sick, sore, and weary of the antics of pussyfooting politicians, and petition those gentry to either get on with the job in hand, or get out.

No Pantomimes

The common people of Canada want leadership and statesmanship from parliament, not political pantomimes. They want workmanship and the acme of production from industry, not inefficiency and waste.

Canada has its men and women with the courage and ability to see us through to victory. They do not have to be imported from another country; they only need the opportunity and the go-ahead signal. It should be painfully evident by now that there is going to be no muddling through to victory in this war. We can work and fight our way to victory, but there is no easy, let-the-other-fellow-do-it path.

What we want and need and must have are the tools, the machines, the weapons of war. Politics is about as relevant, in our present state of emergency, as the coconut crop is to an Eskimo. Playing politics undoubtedly helped get us into this jam in the first place; otherwise, we should and would have been prepared. But instead of bemoaning that fact now, we must make sure it won't happen again. This is a testing time for democracy, and if it is not, as we pledge our all to prove it is not, inferior to the totalitarian way of life, we won't find ourselves in the same plight another generation hence.

Happening Now

It is a blot on the standard of Canadian intelligence that a certain unthinking minority of the population continues to maintain that what happens in Europe or Asia is no concern of ours, and to try and make believe it can't happen in Canada. It is beginning to happen already.

The enemy's tin fish are even now polluting our coastal waters, and if the morning papers come out any day with bold headlines that the enemy has struck by sea or air, or both, at Vancouver or Saint John or Victoria or Halifax, there will be consternation and casualties in the ranks of the can't-happen-heres.

The first and all-important task is to place the nation's ablest men and women in positions where they can most effectively out-produce, out-manoeuvre, and out-fight the enemy.

The present world crisis provides a field day for critics, but there is need and tolerance only for constructive criticism. It is an even grander day, though, for the steady, courageous and capable men and women of this country. It is a time for positive, not negative action. We need planes, tanks, ships, guns, men and money. We do not need plebiscites, politics, parasites, or any other indication to the enemy that we are the inferior force.

There is no halfway house on the road to war. It must be either victory or defeat. If it is defeat, both the anti-war minority and the pro-war majority will have to resign themselves to acceptance of Nazi standards of living, the direct antithesis of all we are fighting to preserve today.

The facts of our grave situation must be faced. The transition from a peacetime to a wartime economy is sufficiently fraught with pitfalls without the added handicap of humbug and hesitation.

Responsibility for the correct, complete and most effective mobilization of human and material resources in Canada rests with the government, with our elected representatives in Ottawa who must make their choice between national service and political soccer. By their actions now they can give the lie direct to the accusation that in this country we have made a political football out of almost every important issue—religion, labor, the railway question, and now the war!

The First Duty

No matter what labor organization a man belongs to, no matter what political party he supports, no matter what church he goes to or stays away from, no matter what fraternal group he favors, the first duty of employee and employer is to realize that we are up against the toughest foe the Empire ever faced, and that it will take the united effort of capital and labor to defeat the vicious, ambitious paperhanger and his murderous minions.

The totalitarian gangster element is more easily understood and the phenomenal success to date of these world criminals loses some of its mystery when the fact is known that Germany spends over $200 millions annually on organization and propaganda work abroad, a lot of which money has been and is being spent right on this continent.

Is it evidence of inferiority, or just laxity, that we, the democracies allow such a state of affairs to exist? We all know how far it would be possible for us to carry out the same programme in Germany.

If we admit to inferiority in production so far, then to that inferior productivity, rather than the quality or quantity of our fighting men, can be charged our recent battle reverses.

Terms Unequal

In almost every instance to date our soldiers, sailors and airmen have met the enemy on unequal terms, it being generally recognized that our fighting forces are not yet adequately equipped with modern armament and modern war machines, all those weapons which are today essential to meet the enemy on equal footing. As the Prime Minister told the House of Commons in Ottawa, ". . . every battle which has been lost in this war has been lost because of the lack of machines, or planes, or tanks, or guns, or ships. The cry we continue to hear from every front is not so much for numbers of men as it is for tanks, for planes and for ships. . . . Every campaign has gone to prove how highly mechanized and how heavily armored an army must become before it can hold its own in present day combat."

Although under present disadvantages about the best they have been able to do is fight costly delaying action, Canadian soldiers, sailors and airmen can lick the tar out of their German counterparts — given an equal chance. They have done it before, and they can do it again — given the tools.

Paying Bitter Price

If in the field of machine production the enemy has so far outdistanced us, it does not follow that the German is a better mechanic than the Canadian. No, the enemy got away to his advantageous head start because, while we Canadians were attending to the ordinary, peaceful pursuits of life, devoting our time to improving the lot of our people, these Nazi spoilers of mankind were bending their energies, every hour of the day, every day in the week, to the construction of vehicles of war. The enemy prepared for war while we in our innocence, or ignorance, played at peace. We knocked down all the walls, tore the locks off our doors and windows, fired the policemen off their beats, and now are dismayed when the gangsters walk in on our possessions. We pay the bitter price of unpreparedness in every battle engagement.

When we held forth on picayune matters at meetings of the Moose or Masons or Elks—when we attended labor meetings to argue over union recognition and perhaps went on strike to tie up production of modern essential commodities—we should have been at work turning out ships, planes, guns, to blow to perdition the devilish hordes that threaten now to overrun the earth.

The enemy prepared for total war, while we banked on false peace, with the result that even though the war is in its third year the enemy is still so immeasurably better equipped than we are that most experts agree we cannot hope to meet him on even terms for some time to come. If we are eventually to hold him, and finally overthrow him, we must get the utmost efficiency out of every man and machine engaged in producing war materials today.

Be Ruthless Here

Every type of motor power that handles war goods must be geared to its greatest capacity. Every available ounce of vital raw material must be turned into a perfect finished product. We have reached the stage in Canada when we must build faster and better and bigger than the enemy, because he is knocking right now on both our front and back doors, the Pacific and Atlantic coasts.

If we do not act now, and act fast, all will be lost, and we need have no doubts as to our status under a victorious totalitarian regime—it will be definitely inferior.

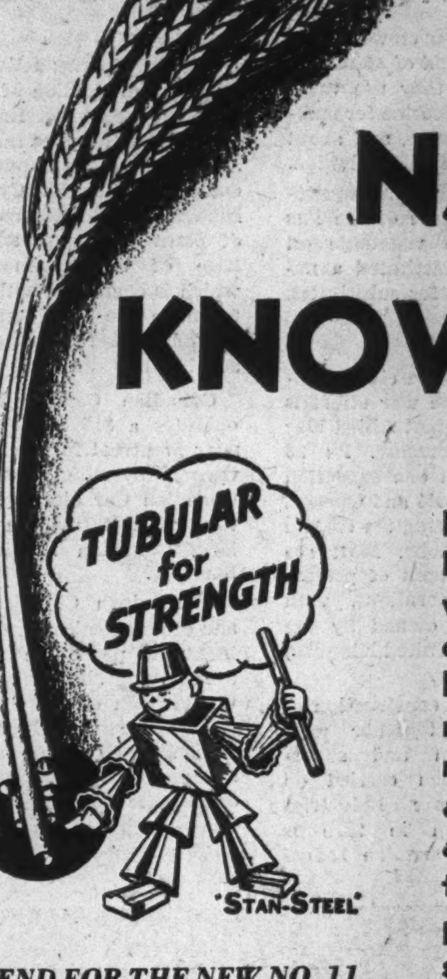
We can use a little ruthlessness ourselves to ferret out weakness, waste, inefficiency and incompetency in our productive system. The alternative should be enough to scare us into the remedial course, even if our intelligence fails to so direct us.

Try This Out On YOUR Grocery

Here is one month's order for food supplies for the Armed Forces from the Department of Munitions and Supply — and that month the forces numbered less than they do today.

	Pounds
Coffee	120,000
Tea	100,000
Evaporated milk	1,000,000
Bacon	700,000
Fresh beef	3,400,000
Bread	4,200,000
Butter	800,000
Cheese	400,000
Eggs (dozen)	500,000
Potatoes	6,000,000
Fresh vegetables	2,500,000

The same month included orders for 500,000 bars of soap, 30,000 mop cloths, 200,000 tines of cleansing powder, and 150,000 knives, forks and spoons.



NATURE KNOWS BEST

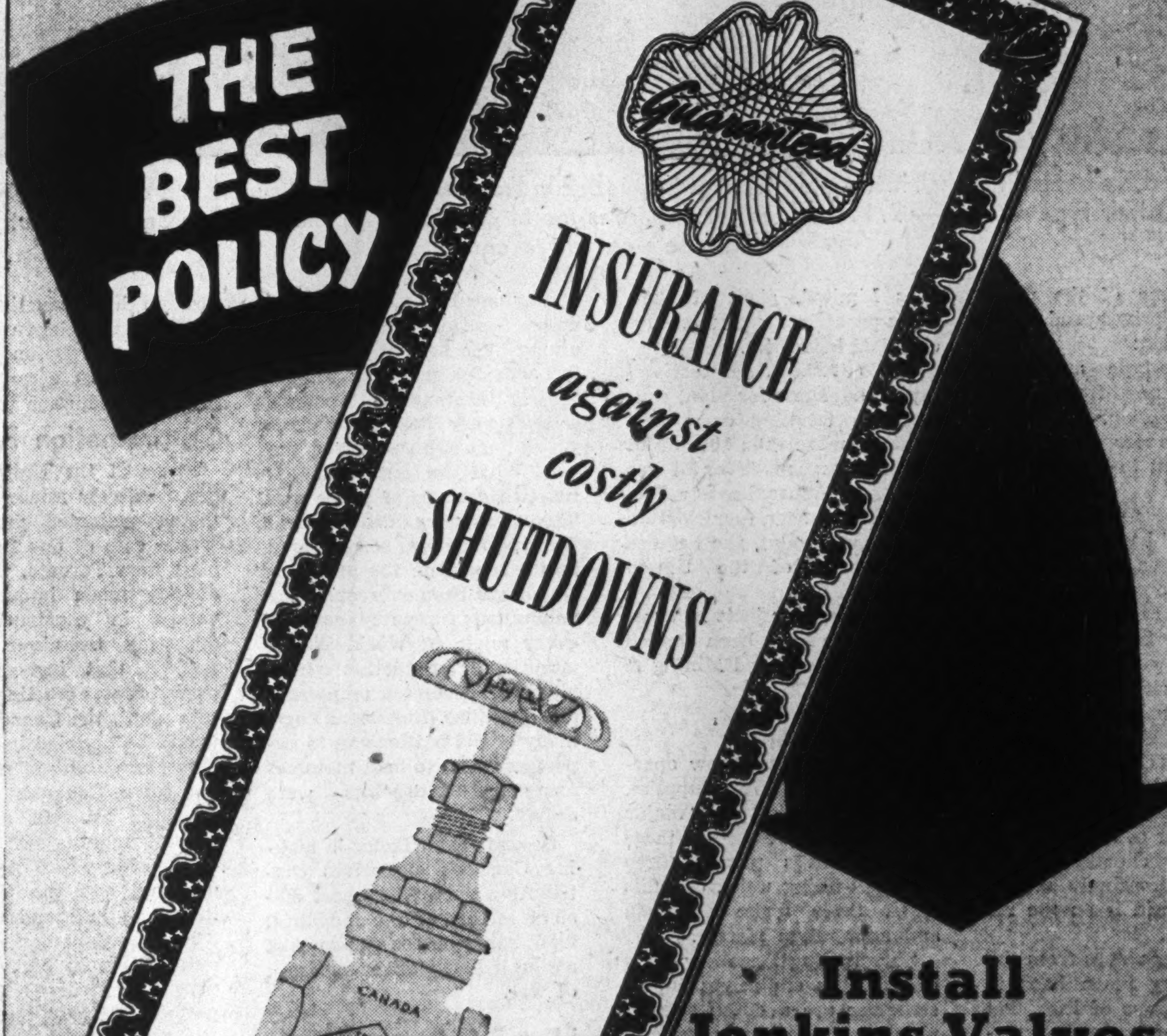
Nature teaches us to build with the least amount of material consistent with safety and efficiency. A stalk of wheat, bamboo shoot, or the bone structure of vertebrate animals are examples of low strength materials in which fibres have been arranged to provide least waste and greatest strength. Invariably these sections are tubular — so proportioned that their high strength-weight ratio best resists various stresses encountered in practice. STAN-STEEL TUBE represents a rational application of Nature to engineering design. We shall be glad to demonstrate how steel tubing can serve YOU best. Write us today.

SEND FOR THE NEW NO. 11 CATALOGUE ON STAN-STEEL FACTORY EQUIPMENT

This fine, illustrated catalogue demonstrates half a hundred pieces of the latest in Tubular Factory Equipment. Stan-Steel Equipment will save time and effort — cut repair bills. Investigate its possibilities now, by writing for catalogue No. 11 today.

STAN-STEEL TUBE

STANDARD TUBE COMPANY LIMITED · Woodstock, Ontario



Install Jenkins Valves

The best policy to insure your plant against loss of time and loss of money is to install Jenkins Valves, because their high quality of design, material and manufacture guarantees dependable service, long life and low maintenance costs.

Test them on the toughest job you've got! You'll find they cost less per year of service.

Jenkins Valves

SINCE 1864

Always marked with the "Diamond"

BRONZE · IRON · STEEL

MADE IN CANADA BY JENKINS BROS. LIMITED, MONTREAL

...... OBTAINABLE AT YOUR LOCAL SUPPLY HOUSE ......

MARINE SUPPLIES

- U.S. and Canadian Lake Charts
- Oils and grease
- Packing: Cables
- Rope and cordage
- Paint and varnish
- Electric supplies
- Steam fittings
- Boiler compounds
- Nautical instruments

STAN. KENNEDY
SHIP CHANDLER and ELECTRICIAN.
BOX 669 — Phone 4923
PORT COLBORNE, ONT.

CASTINGS for MARINE WORK

Aluminum, Acid Bronze, Copper, Everdur Lead, Nickel, Monel

Produced from virgin material alloyed to your specification.

THE ST. CATHARINES BRASS WORKS
LIMITED
St. Catharines Ontario
Established 1909

Explosives—Peace Industry

Government Plants Mold Household Goods Into Weapons

Basically, Canada's explosives industry is a foundation of peacetime industries tied into war work through the medium of a giant government-owned industrial superstructure.

Hub of the wartime industry is the government-controlled Allied War Supplies Corporation. Through its plants will pass in 1942 some 70 million pounds of explosives every month; enough to hurl over 100,000 tons of shells at the enemy if it were all used as propellent.

Its 32,000 employees will make many of these explosives, will use them to fill bombs and shells, to load cartridges and to export in bulk. Though most Canadians scarcely know the corporation exists, it is one of their most important war contributions.

Hidden Giant

Its plants are for the most part isolated from crowded communities, but if allied war supplies seldom reaches the eye, it makes itself felt directly in every consumer's budget.

Here are some of the ways Canada's explosives production hits the civilian:

Glycerine-type antifreeze has been banned from ordinary consumption.

Glycerine for other uses has been cut to 70% of 1940 levels.

Chlorine for bleaching paper has been restricted, will cut down the whiteness of magazine pages.

Bakelite, for molded products, has been restricted where it contains phenol (carbolic acid).

Toluol, used in making artificial leather, has been cut off from civilians—it now goes into T.N.T.

Use of Cellophane has been taken under control.

Coal tar chemicals have become increasingly scarce, sulphuric acid is on the restricted list.

Still further waves from the explosion may reach back to the civilian ways of life. Fat may be rationed, sugar may become scarcer and alcohol be restricted as the programme grows. Producing industries still only loosely linked with the explosives programme may become more closely tied. For example, the western farmer may grow three times as much flax this year as last, may hoist his output of soya beans to meet the fat shortage.

Soap and Sulphite

Already fully geared to the government explosives industry are the pulp and paper companies who have stepped up output of high-grade chemical pulp to 805,000 tons last year against 335,000 tons in 1938.

All the major soap-making firms are working on war products. Each 100 lbs. of animal or vegetable fats they use turns out 10 lbs. of glycerine for making nitro glycerine, and about 90 lbs. of soap for the civilian.

Their soaring fat requirements, in the face of the loss of far eastern vegetable oil sources, have instituted a nation-wide hunt for substitutes.

War Harness

Harnessing these civilian industries into the war effort is the job of the giant Allied War Supplies Corporation. Its 23 plants are with one exception located in Ontario and Quebec, the exception being the cordite plant in Manitoba. Most are under management of private industrial corporations, with the properties owned by the Dominion and United Kingdom governments.

Much of the construction of these plants, together with their operation and supervision, has been carried on through Defense Industries Limited, which in turn is managed by Canadian Industries Limited, giant of Canadian peacetime explosives and chemical industries.

To do it D.I.L. has received capital advances for plant construction totalling over $66.4 millions, more than 10% of all such advances made for all war purposes. Approximately $7.9 millions has been furnished on Canadian account, the balance on account of the United Kingdom.

Some large projects in western Canada have been carried out by Consolidated Mining & Smelting Co.

Eleven "Majors"

Of the 23 plants now operated by Allied War Supplies, 11 are classified as "major undertakings." Four of these are explosives plants, three are shell-filling units, one fills fuses, three make ammonia and ammonium nitrate.

Surrounding these key units of Canada's explosives superstructure are a dozen smaller plants, nine making chemicals ranging from perchlorates and smoke-making powder to aniline chemicals and the other three devoted to production of other intermediate products.

Still Growing

Although the big spending on the explosives programme is completed, expansion is continuing rapidly. For the most part this expansion involves relatively minor expenditures to get considerably larger increases in output. Only two major plants are now being built by Allied War Supplies, both for the production of alkylates to make aviation gasoline. For practical purposes, the explosives plan has been fulfilled.

The list of firms actively engaged in production of chemicals or managing firms for Allied War Supplies reads like an investor's manual. In Ontario, American Cyanamid supervises $18 millions' worth of plant producing ammonia, base of ammonium nitrate which is combined with T.N.T. to make the highly-explosive amatol used for filling shells and bombs.

Canadian Car & Foundry operates a $15 millions plant near Montreal for shell-filling. Owned by the government, Canadian Car directs its wartime ward through a subsidiary, Canadian Munitions & Foundry.

Shawinigan Chemicals Ltd. and other chemical firms prominent in peacetime industry are playing similar roles, but the kingpin of the explosives programme will likely continue to be Canadian Industries Ltd. under its "nom-de-guerre" of Defense Industries Ltd.

Although Canada's explosives industry in the last war mushroomed to the point where the Dominion was supplying over half of the allied demands for such key projectiles as the standard 18-pounder shell, very little of the giant young industries survived the war. What did come through the two decades of peace was the experience gained in World War 1, which was consolidated into a report on the problems which had been overcome. The voluminous report covered every angle of World War 1 munitions production from technical processes to personnel questions. Engineers knew many of the bottlenecks to expect and how to beat them before the blueprints were drawn.

Second major factor in making Canada's explosives contribution one of the most efficient sectors of the industrial front has been the existence of a pilot industry at the outbreak of war.

Horse & Buggy War

First estimates of the type of war we would fight and the part Canada would play were based on the assumption that we would fight the 1914-18 war over again. That meant that Canada would again become the arsenal for an artillery war, she would concentrate on munitions to a large extent, only minor emphasis being initially placed on the mechanical vehicles and planes which have actually become the major weapon-carriers of this war.

Even before war broke out, the Department of National Defense gave financial assistance to Canadian Industries Ltd. for a small high explosives plant near Montreal, and for a second plant to make propellants. These plants were to act as models for the rapid expansion of the industry which would become necessary in the event of war.

Pilot Plants Prove Up

It was not until February, 1940, that the lessons in modern production technique that had been learned in these two "educational" plants were applied in the large-scale programme that had by that time been authorized. First unit in February was a propellant plant and by November, high explosives had been shipped overseas.

From the beginning, the Canadian programme has been a co-ordinated part of the joint allied effort. In June, 1940, construction began on a propellant and high explosives plant near Montreal to be financed jointly by the United Kingdom and France. The fall of France shifted the financial burden over to her former ally, but did not interfere with production plans. Actually, the plant was subsequently enlarged, now covers close to 1,000 acres and has been in production for a year.

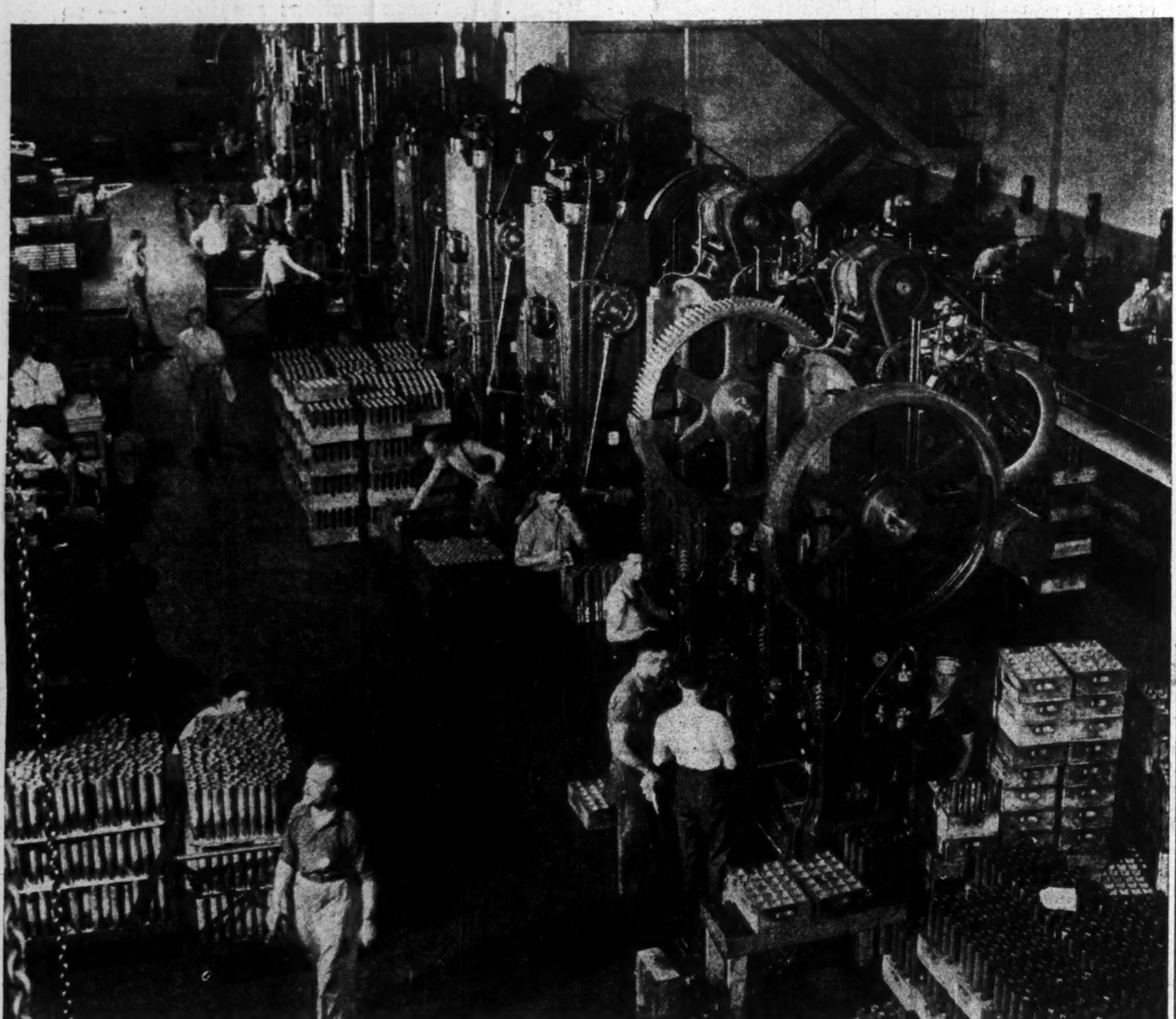
Co-ordination Pays

Entry of the United States had relatively minor effect on the co-ordinated programme. In the case of one fuse-filling plant near Toronto, which had already made important advances in construction and operating technique, it was decided that instead of the United States erecting a duplicate plant, the Canadian plant would be doubled in size. The enlarged output is now helping solve Canada's exchange problem, as well as cutting several months off the production lag which would have occurred had the U. S. followed an independent course.

Because Canadian explosives output is now higher in one year than it was for the whole period, 1914-1918, the effects of the programme have slopped over the boundary set for Allied War Supplies and the Munitions and Supply Department.

Demands for glycerine have put heavier demands on the dwindling supplies of fats and vegetable oils for soap production. With our former quarter of a billion pounds of imports, largely from the far east, virtually cut off, domestic production has to be increased, consumption curtailed, salvage increased.

With the exception of fats and some chemicals, the entire wartime programme is largely carried out on a basis of established industry, without civilian penalties.



Putting the drive behind the shell is the job of this huge Quebec brass plant. Shown is the work in process for firing Q. F. shells. The other type of shell — B. L. — does not require a metal cartridge. In this plant are made about half of Canada's cartridge cases.

ALCO-MARINE

SERVING CANADA'S OCEAN GREYHOUNDS

DECK FITTINGS AND ACCESSORIES

● Alco manufactures a complete line of deck fittings and marine accessories and are in a position to supply either standard or special (to your specifications) equipment. Here are a few of the over 40 items manufactured by ALCO-MARINE and approved by the Department of National Defence Naval Service.

Cowls
Mushroom Ventilators
Porthole Frames and Deadlights
Deck Scuttles
Fairleads
Round and Oval Bollards
Stanchions
Stem Head Fittings
Vokes Silencers
Depth Charge Chutes and Hoists
Marine Pumps
Steel Ladders

For information, quotations, technical data, write:

THE Arthur S. Leitch Co. Limited
1123 BAY ST. TORONTO

In the Heart of All Ships — the Binnacle

The brass binnacle housing, as illustrated, is symbolic of how the Robert Mitchell Company is translating its over ninety years experience, keen personnel and modern facilities into meeting today's shipbuilding needs. . . . .

"Mitchell-Made" aluminum and magnesium castings for aircraft, cartridge cases for ammunition, alloy castings for industry also are on duty where dependability is vital to performance.

1851 - 1942

THE ROBERT MITCHELL COMPANY LIMITED
Foundries: ST. LAURENT, P. Q. • Factories: MONTREAL, P. Q.
"Specialists in the Casting and Fabrication of Modern Alloys"

Here's How Britain Houses War Workers

Vast New Arms Projects Creating Brand New — and Sizeable — Cities

When an industrial country like Great Britain is called upon suddenly to produce weapons, not only for itself but for its Allies, it has to deal, very quickly and comprehensively, with a whole series of problems, any one of which would in peacetime constitute a big government programme in itself. One of these is the problem of housing the workers who have been transferred from their homes to the factories where they are needed.

Just how urgent this particular problem is may be seen from a report of the Select Committee on National Expenditure commenting on absenteeism in factories. Among the first causes of it, they included transport difficulties over long distances to work and absence of adequate accommodation near the factories.

No Shortcuts

There is no shortcut through such difficulties. The workers cannot be crowded in without consideration for their comfort and health because, apart from any humanitarian reasons, their work will suffer if they are ill provided for. If, on the other hand, it is decided to build specially for them, where will they go in the meantime? And is it economic or in the interest of long-term planning to litter the countryside with buildings which may not be suitable for peacetime family life?

No complete solution has been found for these problems as yet. The question of how far the workers' buildings should be planned as permanent, for instance, is still exercising the minds of architects, officials and social workers. But the work could not be held up, and during the last two years, a great deal has been done to solve the immediate problem at least, and some interesting experiments have been worked out.

Photo—Public Information.

Here's a carpenter putting the finishing touches on the administration building at one of the landing bases on the Alaska air route. Highly trained personnel, familiar with the hazards of northern flying, man stations along the route to guide air traffic and keep pilots posted on meteorological conditions.

The policy at the beginning of the war was to accommodate as many workers as possible in billets near the factories. The local households were visited by the welfare or billeting officer and their accommodation noted. The householders could not refuse to take workers but they could appeal to a tribunal against compulsory billeting. They were not obliged to supply meals and if the lodger were compulsorily billeted the landlady received a payment of five shillings a week for sleeping accommodation and the use of the bathroom. The householders who received workers voluntarily were able to arrange their own terms between themselves and the lodger, and make whatever arrangements they wished about meals.

Billets, however, are now running very short and the other "ready made" possibility—the requisitioning of empty houses—is not a very satisfactory alternative because reconditioning is so expensive and because the houses often are too far from the works. So government-built hostels are now being used increasingly for war workers.

The Ministry of Labor is the authority ultimately responsible for seeing that the workers are housed, but it works in many cases through and with other ministries and agencies. The Ministry of Works and Buildings actually erects the hostels. The National Service Hostels Corporation Limited—set up by the Ministry of Labor—manages them. The Minister of Health has set up a Board of Management to supervise 35 hostels for land workers. The Co-operative Holiday Association manages two for the Ministry of Labor. The Y.W.C.A. has acted as the Ministry's manager in several hostels for women workers. Royal Ordnance Factories run their own accommodation for workers.

Hostels for Workers

The hostels now being supplied for women land workers are a good example of what the government has found, after many months experience with the problem, to be the most practical and the most satisfactory kind of accommodation for these workers. There are two standard designs, for accommodating 50 and 30 girls. In most cases the hostels are prefabricated and delivered to sites in units, for immediate assembly on pre-laid concrete foundations.

Various materials are used in these units so that no undue calls are made on any special product and the plans are sufficiently flexible to allow the architect to use the materials most easily obtainable in the neighborhood, thus easing strain on transport. Moreover, the units can be put together in different ways to suit the different sites. In arranging the buildings the architect can so group them that they will be as inconspicuous as possible from the air and enemy aircraft.

Each hostel is composed of three blocks — a dormitory block; an "ablution" block, containing a linen room and drying room as well as baths, shower and washing basins; and a welfare block consisting of dining rooms and recreation rooms and kitchen, besides a sickroom. All essential furniture is supplied, even down to mirrors, bookcases, rugs and cleaning materials.

On the whole the hostels for industrial women workers follow this pattern, though in some cases smaller units have had to be adopted and in others the accommodation enlarged simply by duplicating the standard plan. In one factory-workers' hostel there are 20 houses and the whole hostel can take 1,400 women. Here each house has a woman steward who acts as "mother" to the residents. All the women work at the same factory so the routine of the hostel is worked out to suit their needs. For instance, all the girls in any one house work on the same shift. Those working by night are not disturbed in their daytime sleeping hours by those working on a day shift. Meals are served almost continuously to feed the different shifts coming off work.

Film shows, dances and "keep fit" activities are all arranged within the hostel. There is even a shop on the premises where such articles as cigarettes, cosmetics and toilet articles can be bought, besides a post office and a paper stall.

But the most sensational developments in new building for war workers are just now being made public. All over the country in remote sites the government has been erecting enormous factories for munition making. These plants are in themselves larger than many provincial towns. They cover territory which, two years ago, was bare open country.

Ten thousand men were employed in the building of them and special trains and buses were put into service to take the builders to work. Sixteen miles of railway have been laid to link building to building; 74 miles of drainage provided to deal with surface water.

The work of building such centres as these has been carried on in the greatest secrecy and under great difficulties. It was started during the hardest winter Great Britain had undergone for nearly half a century. Mr. George Hicks, the Parliamentary Secretary of the Ministry of Works and Buildings, and himself an official of the Amalgamated Union of Building Trade Workers, described the hardships of the job last June:

"The most thankless, most unromantic and most cheerless of all important tasks in the war effort, and yet one of the most important of all, is the task of building industry. There are men—thousands and thousands of them—who have left their families and their homes to work in isolated places, for months on end, with but occasional week-end breaks, building the factories and the hostels and canteens and recreation rooms where the workers will work, dwell, eat and relax . . . I sent a man the other day to look at one of these airdrome sites and one of his comments was this, 'Nearest pub, 2½ miles. No transport.' That will give you a very slight idea of the loneliness of these places.

"Later on, of course, they will be filled with communities, with their own amenities. The factory hostel towns will have their own shops and cinemas . . . But some of these sites present a very different picture today . . . of roads half made, of mud everywhere, stacks of bricks, half-roofed buildings . . . and I think you will agree with me when I say that the most severe handicap of all, under which our building men are working on these isolated jobs, is that they are virtually cut off from the glamor of the war effort itself. I mean by this that they are never there to see the fulfilment of their labors. The factory they build they leave as the plant goes in, and as factory workers stream into the hostels."

The Programme Ahead — For Wartime Housing Ltd.

Projects finished, underway or proposed as at March 3, 1942.
(Figures represent houses)

BRITISH COLUMBIA
- Esquimalt, 175
  - 3 staff houses, 1 dining hall
- North Vancouver, 300
  - 2 staff houses
- Prince Rupert, 201
  - 2 staff houses, 1 dining hall
- Vancouver, 1 manning pool
- Victoria, 100

ALBERTA
- Suffield, 47

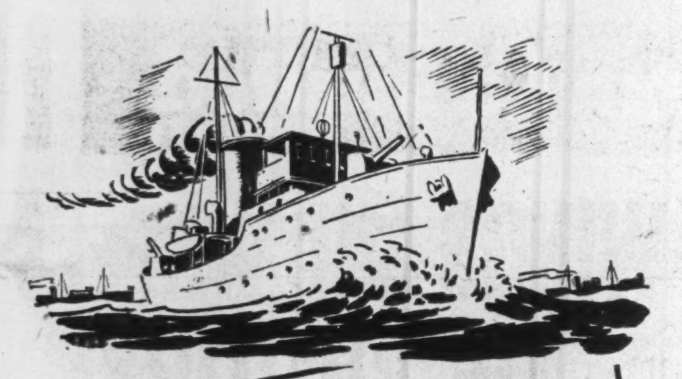
ONTARIO
- Collingwood, 100
- Dundas, 43
- Fort Erie, 234
- Fort William, 151
  - 2 staff houses
- Frankford, 100
  - 1 staff house
- Hamilton, 500
  - 6 staff houses, 1 dining hall
- Kingston, 250
- Malton, 100
- Merritton, 42
- Niagara Falls, 250
- Nobel, 220
- Oshawa, 50
- Parry Sound, 130
- Peterborough, 307
- Pickering, 200
- Sault Ste. Marie, 100
- St. Catharines, 383
- Welland, 360
  - **4 staff houses, 1 dining hall**
- Windsor, 1,300
- Woodstock, 35

QUEBEC
- Brownsburg, 50
- Cap de la Madeleine, 100
- Chicoutimi, 100
- De Salaberry, 150
- Hull, 150
- Jonquiere, 100
- Kenogami, 100
- Lachine, 1 manning pool
- Lauzon, 100
  - 1 staff house, 1 dining hall
- Quebec, 200
- St. Paul L'Ermite, 35
- Valleyfield, 110

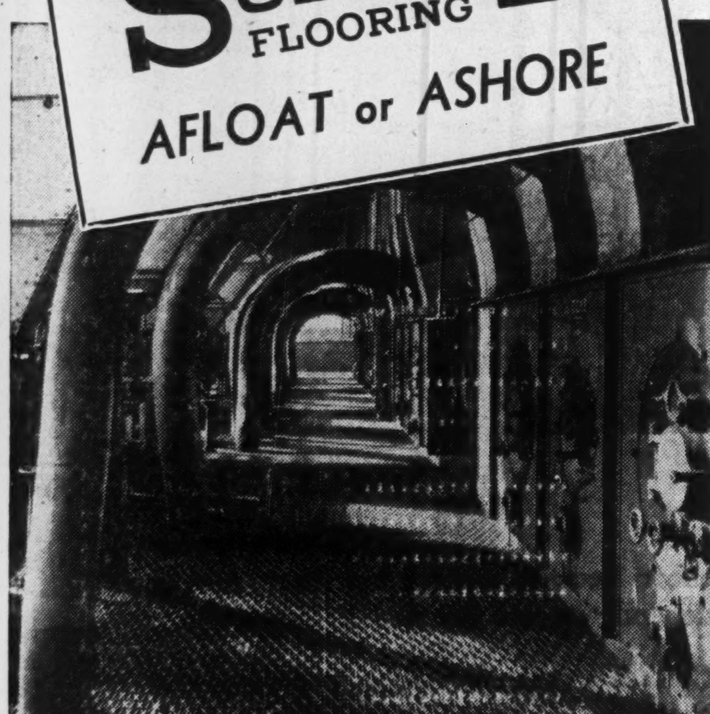
NEW BRUNSWICK
- St. John, 100
  - 1 staff house

NOVA SCOTIA
- Amherst, 150
  - 1 staff house
- Dartmouth, 314
  - 6 staff houses, 1 dining hall
- Eastern Passage, 96
  - 2 staff houses
- Halifax, 541
  - 6 staff houses
  - 1 dining hall
  - 1 manning pool
- Hubbards Cove
  - 1 marine school
- Pictou, 150

TOTAL—
- Houses, 8,224
- Staff houses, 37
- Dining halls, 8
- Special bldgs., 5



IRVING SUBWAY FLOORING
AFLOAT or ASHORE



WHEN ships are built for war service they have to be built right. Nothing in the way of design, equipment or material is too good, as far as service goes.

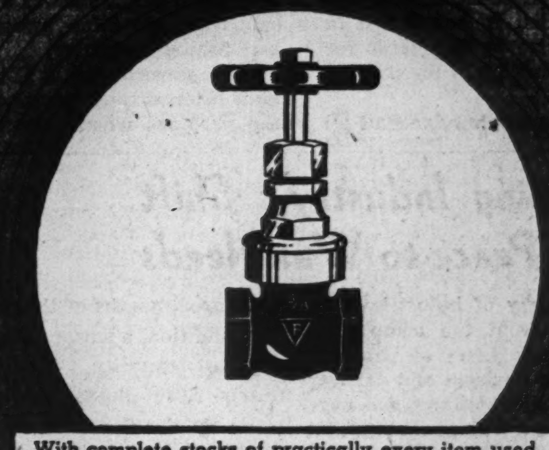
This company is proud of the fact that many engine rooms of ships being built for war-time service in Canada's merchant marine, are being equipped with Irving Subway Flooring. It is also being used for companionways, stairways and runways.

The advantages of this open steel mesh flooring afloat or ashore are many. It is strong . . . light . . . fireproof. Splashes of oil and water drain right through it, leaving the floor clean and quickly dry. Irving Subway Flooring is made to order to fit any size or shape of floor area.

Let us have a blueprint of your plans and we will be glad to quote on the finished job without obligation.

The CANADA INGOT IRON COMPANY LIMITED
LENNOXVILLE · GUELPH, ONT. · WINNIPEG
REGINA · EDMONTON · VANCOUVER

STEAM EQUIPMENT



With complete stocks of practically every item used to control and regulate steam supply, including Fairbanks, Reading, Pratt & Cady valves, Durabla and Palmetto packing, Foster regulators, Strong traps, pipe and fittings, we can meet the demands of a wide range of service. 148

The CANADIAN Fairbanks-Morse COMPANY Limited
HALIFAX SAINT JOHN QUEBEC MONTREAL OTTAWA TORONTO HAMILTON WINDSOR
FORT WILLIAM WINNIPEG REGINA CALGARY EDMONTON VANCOUVER VICTORIA
FACTORY: SHERBROOKE, QUE.

MARINE ENGINEERING
Repairs and Maintenance

Marine
Sub-contract Work

Our plant is particularly adaptable to the production of "Tailor-made" parts — large or small — calling for precision or general machine work. We are fully equipped both as to plant layout and skilled personnel to make the following to your exact specifications:—

PUMPS
FITTINGS
MAIN ENGINE PARTS
AUXILIARY ENGINES AND PARTS

General
Sub-contract Work
&
Sub-assembly Work

We are equipped and have the facilities for making many types of jigs and dies . . . for precision manufacture of any parts; for sub-assembly work requiring structural sheet steel, welding and machine assembly work. The following of our departments are available now, and in each case are operated and supervised by highly skilled personnel.

MACHINE SHOP
GENERAL ASSEMBLY
WELDING
SHEET METAL
BLACKSMITH
WOODWORKING

Machining a Marine Engine piston and connecting rod—in our shops at Sarnia.

We Can assist you to meet the Pressure of Increased Production Schedules

CANADA'S primary concern is to adapt quickly all manufacturing facilities to fully meet Canada's war requirements. We have production flexibility both as to machines and personnel to give immediate response to demands for all types of precision and general machine work. Manufacturers find that our facilities can be synchronized perfectly with their production flow, supplementing it promptly and efficiently—thus meeting the pressure of increased manufacturing schedules.

Our plant is fully modern, with up-to-date equipment operated by experienced workmen and supervised by experts. These men are all accustomed to precision manufacture . . . to work in accordance with the most rigid engineering requirements.

MARINE REPAIRS and MAINTENANCE

For over 50 years, we have been engaged in Marine Engineering and the repairs and maintenance of ships at the Port of Sarnia, and in so doing have acquired a vast background of experience in this engineering field. Our experience includes:—Engine Refits (Main Engine & Auxiliary); Boiler & Plate work; Welding; Carpentry and Sheet Metal work. All our work is promptly executed and our services are efficient and economical.

Whether your needs be large or small, our engineering department will be glad to work with you on any of your problems. Inquiries invited.

THE JOHN GOODISON
THRESHER COMPANY, LIMITED
SARNIA ONTARIO CANADA

Why Are Wooden Ships Not Being Built Here?

Ship Engineer Doesn't Think Answers Against Yet Good Enough

By ALLAN C. MacNEISH
Editor, Canadian Shipping and Marine Engineering News.

Why are wooden cargo ships not being built in Canada?

That question has been asked and has persistently been brought before the attention of those responsible in Ottawa by shipyard companies in British Columbia and the Maritimes that specialize on this type of construction.

The proponents of the wooden cargo ship programme make the following claims:

Wooden cargo ships were built during the last war in British Columbia, Ontario, Quebec and the Maritimes, and these ships proved most serviceable. They were of the following capacity: 2,800-tons, 3,000-tons, 3,400-tons, 3,500-tons, 4,500-tons and 8,500-tons.

The standard 2,800-deadweight-tons type built for the Imperial Munitions Board were 259-ft. long, 43½ ft. in breadth, 25 ft. molded depth, 22 ft. draft, and equipped with 950-h.p. triple-expansion engines. This is considered a suitable size by the yards for mass production at the present time.

There is an abundance of all necessary timber within easy reach of the shipyards, and this timber is of Canadian origin.

Sufficient skilled workers in wooden ship construction are now available, and these men are very eager to do their utmost to help the war effort. Many of these skilled workers are now unemployed due to lack of orders.

The West Coast builders claim that they could also produce the ships' machinery.

Canada has built wooden ships for over 300 years and she had at one time the fourth largest merchant marine in the world—in the days of the Clipper ships. Many of these wooden ships, built in Canada, were ordered by foreign governments, as was the case during the last war.

There were 85 Canadian shipbuilding plants producing wooden cargo ships during the last war, and some 240 other yards producing other types of wooden ships, such as drifters, trawlers, mine sweepers and fishing schooners.

If the government at Ottawa had listened and acceded to the petitions when they were first made there would now be many wooden cargo ships on active service.

Maximum Needed

The above claims cannot be readily cast aside. They are largely facts.

If there is any method of producing more cargo ships at the present time, it is of the most vital importance that these methods be adopted. Even if they [illegible] suggestions, they should be carefully studied in the light of the present emergency.

The latest results of these petitions was a statement by Minister of Munitions, C. D. Howe, on February 18, in the House of Commons—"The matter of wooden ships has been fully considered and, I think, is a closed issue."

At the same time as this statement was being made the United States Maritime Commission was ordering no less than 450 wooden barges, each of 99-ton carrying capacity, from U. S. shipyards; and a U. S. shipyard was launching the first of 16 wooden mine sweepers built to the order of the British Government under the Lease-Lend plan. These 16 mine sweepers will cost the British Government $11 millions.

On this side of the border we have built some wooden lighterage vessels to help relieve the pressure of loading ships at busy Canadian ports. We have built, or are building, sizeable wooden mine sweepers, and some others that can be readily converted into fishing trawlers after the war. Apart from that, our wooden shipbuilding plants have been largely bereft of war orders except for the "small boat programme."

Arguments Against

The arguments that have been used against the carrying out of wooden cargo ship construction programme are:

It would take too long to season the timber;

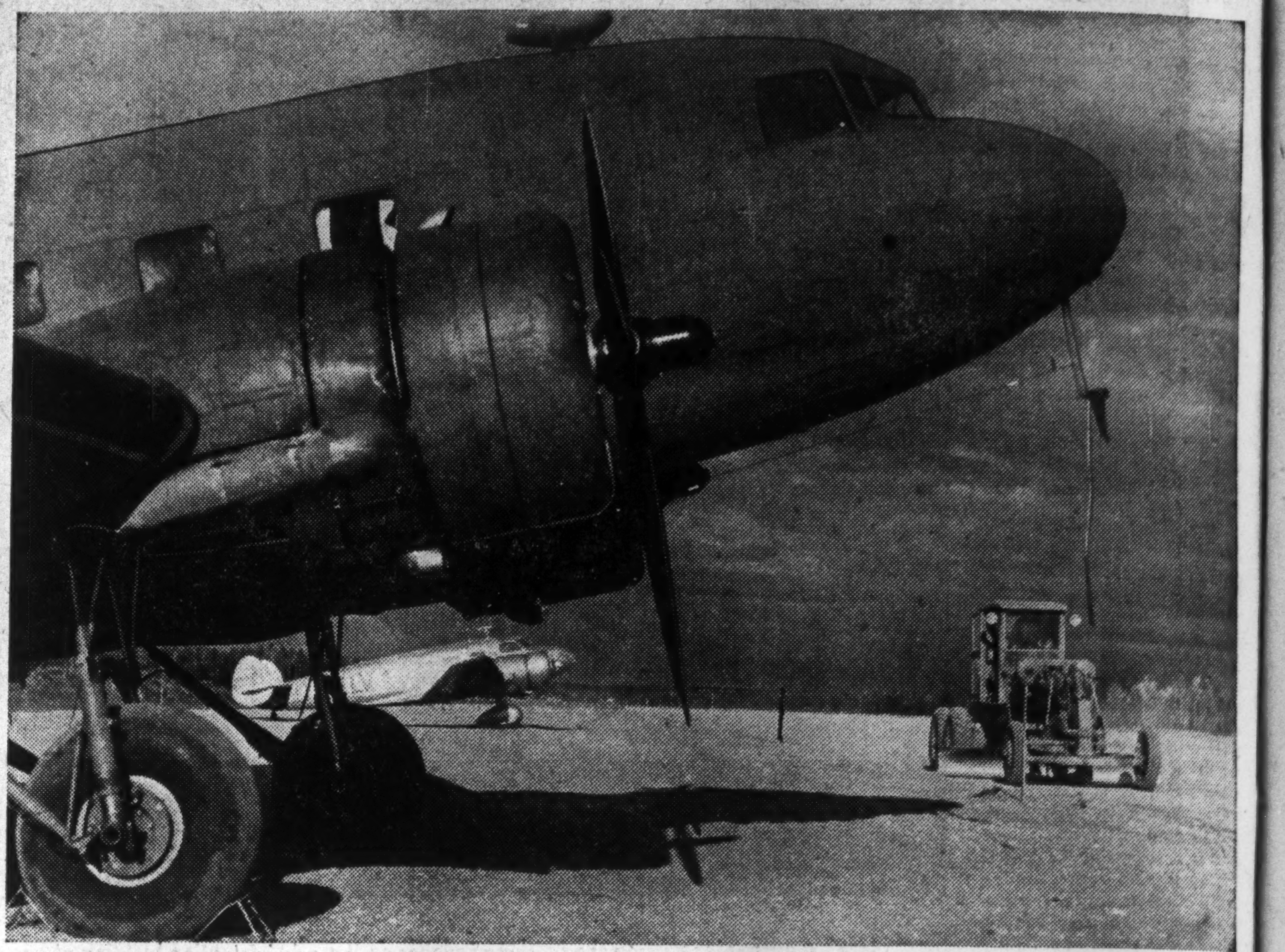
Insufficient capacity in our engineering plants to build engines and auxiliaries for both steel and wooden ships.

The first argument has been gradually receding. It appears to be passing into the vanishing stage.

The second argument is not very strong as the present capacity in engine shops is now in excess of ship requirements. Once in production, a set of engines and boilers can be turned out from the various engineering and boiler shops at a rate of one set per day. The output is now greatly in advance of ship construction.

There is an impasse along the line, somewhere. While still vigorously clamoring for war orders, the builders of wooden ships have not had any definite and acceptable reasons why they should not be built, nor why it is either inconvenient or impractical to carry out such a programme.

As shipping is one of the most vital weapons that Canada can produce, and as shipyards now lying idle could be utilized to help carry the heavy burdens, the question of wooden cargo ships appears to demand more consideration and explanation than has been afforded it up to this time.



Photo—Public Information.

Poised for the take-off is this big transport plane, photographed on one of the airdromes on the Alaska route, which is now so important to the defenses of this continent. Essential supplies, and personnel for the Alaska defense bases, wing northward across Canada in a steady stream, and a trip which used to take weeks has now become a matter of hours. Canada built the air route, but the Alaska bases belong to the United States—an example of the collaboration which exists in the North American defense.

Speeding Industry's Shift From Peace to War Needs

The story of industrial conversion from the complacent and happy years of peace to the grim business of total war has been unfolding all over Canada ever since that fateful Sunday in September, 1939, when a voice on the radio told that the real thing had come.

A century-old Canadian manufacturing company is doing a very efficient job of beating ploughshares into the tools of war. The factory is situated in an eastern Ontario town. Today it is a factory no longer —but a modern sprawling industry.

For more than a hundred years this factory turned out farm implements. It still makes some implements, but there is an ever-increasing diversion of skilled workmen and precious machines to war work.

Chief production of this plant at present is rifle grenades. These grenades are similar to the Mills bombs so familiar to those who served in the First Great War.

But they have an attachment which makes it possible for them to be fired from a discharger on the muzzle of an army rifle. This increases both the range and accuracy of the grenade—a versatile and deadly weapon for close combat.

Corsets to Cartridges

A shoe factory is now making gun mounts. A fountain pen company makes gun parts and shell primers. An elevator plant makes rapid-fire anti-aircraft guns. Refrigerator plants turn out Bren gun magazines and tank turrets. A rubber goods firm which used to make erasers and such, now makes shell plugs and machine gun and mortar parts. And a corset company produces cartons to hold cartridges.

Engineers turned a pot and pan factory to the manufacture of steel helmets. The tin hats are also turned out by a motor lamp and spotlight plant.

Rapid Conversion

The conversion of machinery making radio sets to war purposes is a good example of what is taking place everywhere.

This conversion was relatively easy. Practically the same tools used to make a radio can make a wireless transmission unit for the army.

From 1936 until the outbreak of war, the Department of National Defense was exploring the potential sources of war materials. This was done through the Central Investigation Committee.

In October, 1939, the work was tranferred to the War Supply Board which, in turn, was taken over by the Department of Munitions and Supply.

Since the inception of this department, a very extensive survey has been made of Canada's production capacity — more than 3,000 individual surveys in all. Of this number, resurveys have been made of about 1,500 plants, five hundred of these having been resurveyed by department engineers during the first three months of this year.

In addition, a survey of productive capacity involving nearly 5,000 plants has been made by the Canadian Manufacturers' Association and the Canadian Chambers of Commerce.

OIL- FOR THE WINGS AND WHEELS OF VICTORY

OIL is vital to our war effort because everything that moves depends on oil for fuel or lubrication.

Canada's oil industry has met the challenge of war. New problems have been solved — new products developed to meet wartime needs from Iceland to Tobruk.

As Canada's oldest and largest oil company, Imperial Oil Limited has played a major part in this achievement. Nearly one-half of Imperial's production enters directly or indirectly into the war effort. It is a matter of satisfaction that the flexibility and resources of the Imperial Oil organization have enabled the Company to serve the war effort so extensively and effectively.

IMPERIAL OIL LIMITED